Beaverton
OREGON

Staff Report

HEARING DATE:	July 12, 2017
STAFF REPORT DATE:	July 5, 2017
TO:	Interested Parties
FROM:	Steve Regner, Associate Planner SR
PROPOSAL:	**William Walker Elementary School Redevelopment** **CU2017-000 DR2017-0004 TP2017-0002**
LOCATION:	The site is located west of SW Lynnfield Lane, North of SW Walker Road, and east of SW Cedar Hills Boulevard Tax Lot 18700 on Washington County Tax Assessor's Map 1S110BD, and Tax Lot 10500 on Washington County Tax Assessor's Map 1S110BB.
SUMMARY:	The applicant, Beaverton School District, requests approval for Design Review Three, Conditional Use for an Educational Institution in a Residential Zone, and Tree Plan Type 2 application for the construction of a new elementary school to replace the existing elementary school, with the removal of trees from Significant Grove G37. The proposal is composed of a single two-story 90,000 square foot building, with associated landscaping, play areas, surface parking vehicle circulation areas. Improvements also include a new traffic signal at SW Cedar Hills Boulevard and SW Huntington Avenue, and a new driveway from SW Cedar Hills Boulevard providing primary vehicle access to the new school.
APPLICANT/ PROPERTY OWNER:	Beaverton School District Michael Lamberty 16550 SW Merlo Road Beaverton, OR 97006
APPLICANT REPRESENTATIVE:	Angelo Planning Group Frank Angelo 921 SW Washington Street, Suite 468 Portland, OR 97205
APPROVAL CRITERIA:	New Conditional Use, Section 40.15.15.3.C Design Review Three, Section 40.20.15.3.C Tree Plan Two, Section 40.90.15.2.C
RECOMMENDATION:	**APPROVAL of CU2017-0002 DR2017-0004 TP2017-0002 (William Walker Elementary School Redevelopment).**

BACKGROUND FACTS

Key Information

The applicant, Beaverton School District (BSD), proposes to redevelop the existing William Walker Elementary School. Design has been done in coordination with Tualatin Hills Park and Recreation District, as the abutting Cedar Hills Park is proposed for full redevelopment under a separate but concurrently reviewed land use application. Design and construction timelines will likely overlap to some extent. The school project proposes to develop some improvements on the park site. A shared access drive providing vehicle access to the school from Cedar Hills Boulevard and improvements to Cedar Hill Boulevard will be permitted and constructed by BSD under this land use application. The school site design is reliant on these improvements for school functionality.

Key Application Dates

Application	Submittal Date	Application Deemed Complete	Final Written Decision Date	240-Day*
CU2017-0002	January 18, 2017	May 17, 2017	September 14, 2017	January 12, 2018
CU2017-0002	January 18, 2017	May 17, 2017	September 14, 2017	January 12, 2018
TP2017-0002	January 18, 2017	May 17, 2017	September 14, 2017	January 12, 2018

* Pursuant to Section 50.25.9 of the Development Code this is the latest date, with a continuance, by which a final written decision on the proposal can be made.

Existing Conditions Table

Zoning	R7 Residential Urban Standard Density District (R7)	
Current Development	Elementary School	
Site Size & Location	The school site is north of the intersection of SW Walker Road and SW Lynnfield Lane. The school site is 7.75 acres. The abutting park site upon which the shared access drive is constructed is a combined 11.88 acres.	
NAC	Central Beaverton	
Surrounding Uses	**Zoning:** North: Washington County R5 South: Washington County R5 East: City of Beaverton R7 Washington County R5 West: City of Beaverton R7	**Uses:** North: Detached Residential South: Detached Residential East: Detached Residential West: Community Park

DESCRIPTION OF APPLICATION AND TABLE OF CONTENTS

Exhibits

Exhibit 1. Materials submitted by Staff

Exhibit 1.1 Vicinity Map (page SR-4 of this report)

Exhibit 1.2 Aerial Map (page SR-5 of this report)

Exhibit 2. Comment from Reviewing Agencies

Exhibit 2.1 June 16, 2017 letter from Gary Stockhoff, Washington Country County Engineer supporting the sidewalk taper design of SW Cedar Hills Boulevards, as proposed by the applicant.

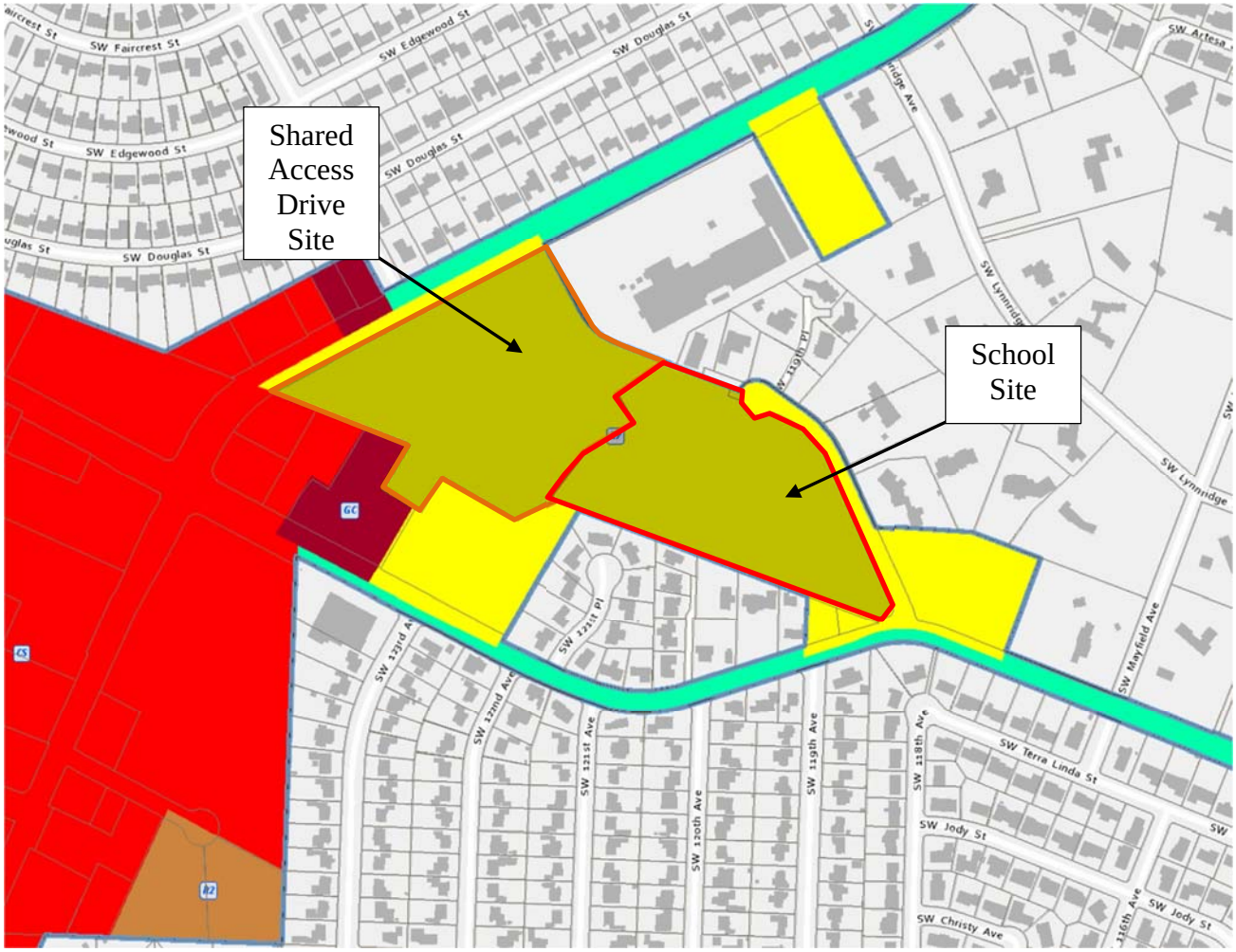
Exhibit 3. Public Comment

Exhibit 3.1 June 23, 2017 letter from Nicholas Nelson, 2645 SW 121st Place, expressing concerns the lack of improvements proposed at the SW Walker Road and SW Lynnfield Lane intersection

Exhibit 4. Materials submitted by the Applicant

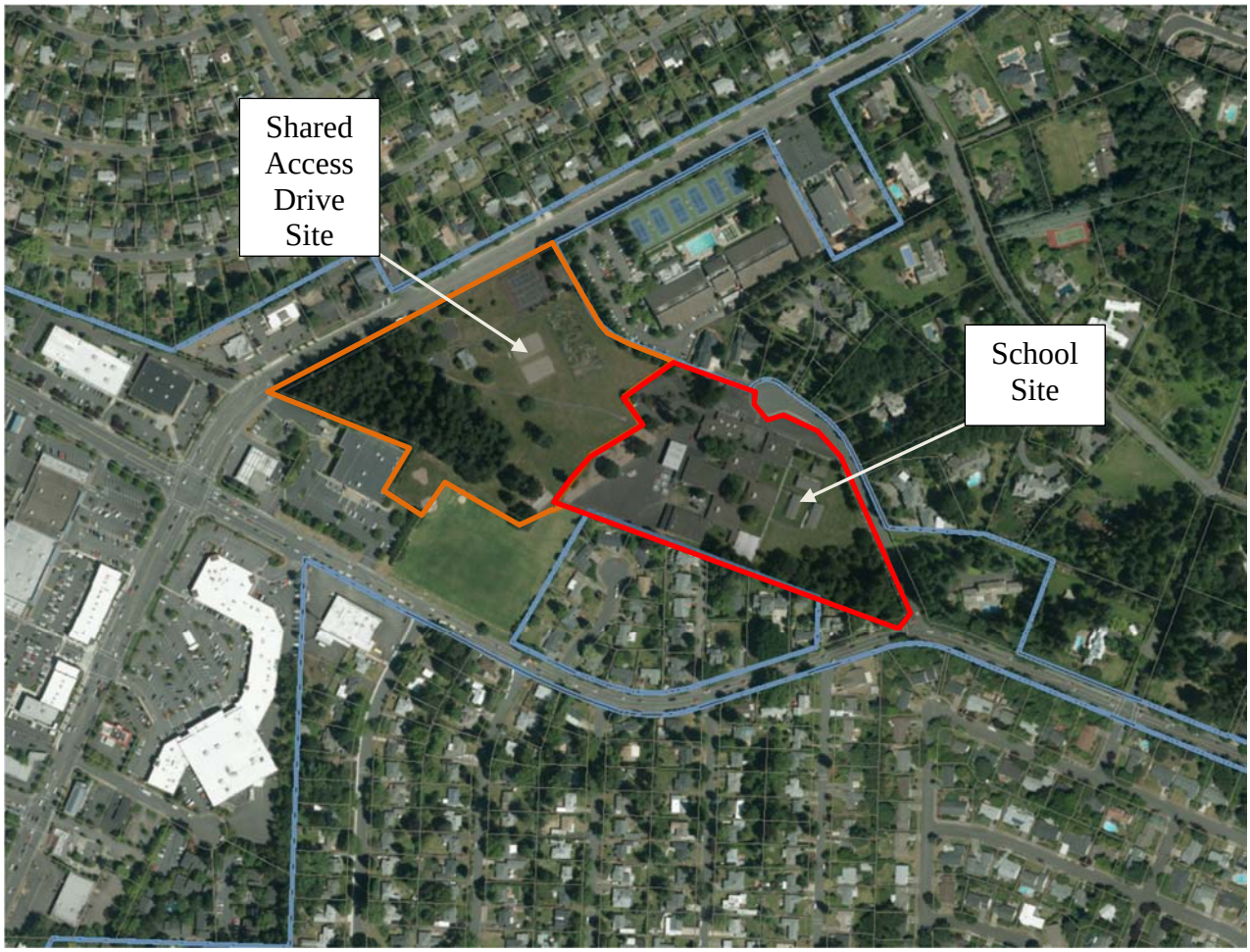
Exhibit 4.1 Submittal Package including plans

Exhibit 1.1



William Walker Elementary School Redevelopment
CU2017-0002 DR2017-0004 TP2017-0002
Zoning Map

Exhibit 1.2



William Walker Elementary School Redevelopment
CU2017-0002 DR2017-0004 TP2017-0002
Aerial Map

FACILITIES REVIEW COMMITTEE
TECHNICAL REVIEW AND RECOMMENDATIONS
William Walker Elementary School Redevelopment
CU2017-0002 DR2017-0004 TP2017-0002

Section 40.03 Facilities Review Committee:
The Facilities Review Committee has conducted a technical review of the application, in accordance with the criteria contained in Section 40.03 of the Development Code. The Committee's findings and recommended conditions of approval are provided to the decision-making authority. As they will appear in the Staff Report, the Facilities Review Conditions may be re-numbered and placed in different order.

The decision-making authority will determine whether the application as presented meets the Facilities Review approval criteria for the subject application and may choose to adopt, not adopt, or modify the Committee's findings, below.

The Facilities Review Committee Criteria for Approval will be reviewed for all criteria that are applicable to the submitted applications as identified below:

- **All twelve (12) criteria are applicable to the submitted Design Review Three and Conditional Use Permit application as submitted.**

- **Facilities Review criteria do not apply to the Tree Plan Type Two application**

A. All critical facilities and services related to the development have, or can be improved to have, adequate capacity to serve the proposal at the time of its completion.

Chapter 90 of the Development Code defines "critical facilities" to be services that include public water, public sanitary sewer, storm water drainage and retention, transportation, and fire protection. The Committee finds that the proposal includes necessary on-site and off-site connections and improvements to public water and public sanitary sewer facilities. The applicant has provided a Service Provider Letter (SPL) from Clean Water Services which shows compliance with stormwater and wetland requirements.

Water Service will be provided to the site by Tualatin Valley Water District (TVWD). Existing water service is available to serve the project site. The applicant proposes construct a new water line under the proposed shared access driveway out to Cedar Hills Boulevard.

The existing school receives sanitary sewer service from the City of Beaverton. Redevelopment of the school subject site will involve connecting to the existing sanitary sewer system in the abutting Cedar Hills Park, through a new public line located under the proposed shared access driveway. Adequate capacity exists to serve the proposed development.

Proposed stormwater drainage has been identified and described in the applicant's narrative and plans. Two separate systems are proposed. The school site proposes to address strormwater through a series of catch basins directing water to an underground detention facility underneath the visitor and staff parking lot. A second system is proposed to address strormwater generated in the shared access driveway. Permanent stormwater will be addressed on the abutting Cedar Hills Park site, adjacent to SW Walker Road, through a separate development proposal. A separate, temporary storm water facility on the abutting Cedar Hills Park is proposed to be constructed by the applicant if the permanent facility is not yet constructed. The applicant has submitted an addendum to the preliminary drainage report and Clean Water Services Service Provider Letter. The Committee has found the report and associated utility plans to be adequate in addressing the site's on-site surface water management (drainage patterns, treatment and quantity control).

The critical facilities affected by this development are SW Cedar Hills Boulevard, SW Walker Road, and SW Lynnfield Lane. All three streets are under the maintenance and operational jurisdiction of Washington County. The applicant contracted with Charbonneau Engineering, LLC to prepare a Traffic Impact Analysis (TIA) for the combined school and park improvements. The proposed replacement building for the school will result in a maximum capacity of 750 students, which is 160 more than the capacity of the current building. Based on the TIA, the enlarged school is expected to generate approximately 206 more trips per day, or approximately 968 trips total per day. Of these total trips, approximately 338 will be in the AM peak hour and 113 will be in the PM peak hour. Note that the PM peak hour is the hour when the surrounding street system is the busiest, which is not the same time as the afternoon peak of the school's traffic.

As a part of the school district's application, they are proposing to partner with the park district to install a new traffic signal at the intersection of SW Cedar Hills Boulevard and SW Huntington Avenue and to build a new vehicle access from that newly signalized intersection through the park to the school. The school district also proposes to construct additional turn lanes within SW Cedar Hills Boulevard, which are needed for the safe and efficient operation of this intersection.

The new shared driveway that will be the fourth leg of the SW Cedar Hills Boulevard and SW Huntington Ave. intersection will be used for the school's parent traffic, as well as a portion of the staff trips and the regular school bus service. The special education buses and some of the staff vehicular traffic will continue to access the school from SW Lynnfield Ln. During normal operations, there will be no connection between the two school parking lots. However, for special events and emergency situations, a paved connection between the two is proposed that will be accessible once the removable bollards have been removed.

The TIA describes multiple potential access strategies. The chosen one, reflected in the proposed plans, is Access Plan C2, as described in the TIA. Pedestrian and bicycle access to the school will come from either SW Cedar Hills Boulevard or SW Walker Avenue through the park, or via SW Lynnfield Lane.

As a part of the TIA, the applicant's traffic engineer analyzed the impact of the school's trips on the surrounding transportation system. The TIA concluded that all of the surrounding intersections will continue to perform within the established mobility parameters in 2019 when the school re-opens, with the exception of the stop-controlled intersection of SW 123rd Avenue and SW Walker Road, which will continue to have PM peak hour average delays on the north-bound movement that exceed the targets. This is due to the heavy traffic volumes on SW Walker Road and is not something that this application could fix. The additional trips from the school and park improvements would only add approximately 4 seconds of delay to this local street, on average. SW 123rd Avenue is a Neighborhood Route under Washington County's jurisdiction. Washington County does not use the average control delay as a mobility or intersection performance standard. And even under the City's standards, the addition of 4 seconds of average delay, during peak hour conditions where a minor street has stop-controlled access directly onto an Arterial street can be considered de minimus because the street serves a neighborhood of detached housing units that have alternate means of access to the surrounding Arterial network. In addition, the TIA shows that the impact of the school will only increase the number of drivers attempting to make the delayed northbound right turns by one vehicle (from 48 to 49 vehicles during the weekday PM peak hour) and will not increase the number of drivers attempting to make the northbound left turn (16 during the weekday PM peak hour).

Washington County provides additional analysis regarding transportation as follows:

> Primary access for buses and parent drop-off to the school will be via the THPRD Cedar Hills Park access driveway on SW Cedar Hills Boulevard, which will be improved to a signalized intersection with SW Huntington Avenue. Bus and parent drop-off and pickup will occur via the new signalized access. The school's access on SW Lynnfield Lane will be replaced with two driveways that will serve a new parking lot. SW Lynnfield access will be utilized by school staff and special education buses only.
>
> Washington County Traffic Engineering staff reviewed the Traffic Impact Analysis (Charbonneau Engineering - September 2015) and supplemental Traffic Analysis (Kittleson – November 2016) submitted for this development proposal as required by Washington County R&O 86-95. The County Engineer concurs with the analysis and traffic mitigation measures identified in the applicant's Traffic Analysis and supplemental analysis.
>
> Resolution and Order 86-95 requires a minimum sight distance (measured in feet) equal to ten times the vehicular speed of the road(s) at proposed access location(s). This requirement applies to sight distance in both directions at each access.
>
> The applicant will be required to provide certification from a registered professional engineer that adequate intersection sight distance exists in both directions (or can be obtained pursuant to specific improvements) at all proposed accesses to SW Cedar Hills Boulevard and SW Lynnfield Lane prior to commencing construction activities. Both accesses shall meet sight distance prior to building occupancy.

The statewide Transportation Planning Rule requires provision for adequate transportation facilities in order for development to occur. Accordingly, the County has classified roads and road segments within the County system based upon their function. The current Transportation Plan (regularly updated) contains adequate right-of-way, road width and lane provision standards based upon each roadway's classification. Subject right of way is considered deficient if half-width of the existing right of way does not meet that determined necessary within the County's current transportation plan.

The applicant is required to dedicate additional right-of-way to provide a minimum of 51 feet from the centerline of SW Walker Road and/or dedication of adequate corner radius at the intersection with SW Lynnfield Lane to County standards. Staff notes that the applicant will be required to provide evidence of the required right-of-way dedication needed for the public improvements on SW Cedar Hills Boulevard prior to issuance of a County Facility Permit.

Fire protection will be provided to the site by Tualatin Valley Fire and Rescue Department (TVF&R). Comments and conditions of approval have been received from TVF&R. Conditions of approval submitted by TVF&R are included herein. Staff also cites the findings for Criterion H hereto regarding fire prevention.

The Committee finds that the development will provide required critical facilities, as conditioned. Therefore, the Committee finds the proposal meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criterion.

B. Essential facilities and services are available, or can be made available, with adequate capacity to serve the development prior to occupancy. In lieu of providing essential facilities and services, a specific plan may be approved if it adequately demonstrates that essential facilities, services, or both will be provided to serve the proposed development within five years of occupancy.

Chapter 90 of the Development Code defines "essential facilities" to be services that include schools, transit improvements, police protection, and pedestrian and bicycle facilities in the public right-of-way.

Current capacity of William Walker Elementary School, including portables, is approximately 590 students. The proposed replacement will serve 750 students, consistent with Beaverton School District's Specifications for Elementary Schools.

The City of Beaverton Police will serve the development site. The Police Department has submitted no comments or recommendations to the Facilities Review Committee as of the date of this report. Any comments from the Police will be shared with the applicant team as soon as they are received.

Tri-Met will serve the development site. Tri-Met has submitted no comments or recommendations to the Facilities Review Committee. The site is most directly served

by bus line 20 on SW Cedar Hills Boulevard. Tri-Met has not identified the need for additional transit stops related to this development.

The applicant's plans show reconstruction of the sidewalk of SW Lynnfield Lane along the school's frontage, consistent with the city's Engineering Design Manual. As a condition of approval, this development will construct sidewalk ramps at the northwest corner of the intersection of SW Walker Road and SW Lynnfield Lane, as well as receiving ramps to the east and south if not already in place. The new connection through the park from SW Cedar Hills Boulevard to the school will provide additional pedestrian and bicycle connectivity, as shown in the applicant's materials.

Washington County provides additional analysis regarding transportation as follows:

> Consistent with statewide pedestrian circulation/linkage goals of the Transportation Planning Rule and the County's R&O 86-95 (road safety requirements), the County normally requires sidewalk installation as a minimum road safety improvement along site frontage of all County-maintained roads. Sidewalks further establish future street profiles, demarcate County or City right-of-way, and address drainage issues. Sidewalk requirements are not generally waived, even when sidewalk is not currently present on neighboring properties. Rather, even non-contiguous sidewalk is considered to provide some measure of pedestrian refuge and ideally, makes possible eventual connection of sidewalks (as surrounding development takes place and is likewise conditioned to provide sidewalk). Additionally, the Washington County Road Design and Construction Standards require provision of adequate drainage along a site's frontage of a county road.
>
> Reconstruction of the sidewalk to include a planter strip, street trees and street lighting along the subject site's frontage of SW Lynnfield Lane is required. The County will defer to City requirements noted for sidewalk/planter strip widths, street trees and lighting on SW Lynnfield Lane. The applicant has proposed constructing a new traffic signal at the intersection of SW Huntington Street and THPRD Cedar Hills Park access on SW Cedar Hills Boulevard. The existing sidewalk on SW Cedar Hills Boulevard will be reconstructed with tree wells and street lighting to City width standards. Street lighting on SW Cedar Hills Boulevard shall meet County standards.

The sidewalk improvements to Cedar Hills Boulevard will include transition tapers at both edges of the park property. Based on future improvements to the nearby SW Cedar Hills Boulevard and SW Walker Road intersection improvements, the applicant is proposing a modified, shorter taper for the sidewalk transition. The Washington County Engineer has provided a letter supporting this design modification (Exhibit 2.1 of this Staff Report). However, staff notes that this letter does not amount to approval from the County for the sidewalk design. Additional review will be conducted by the County during their Facilities Permit review prior to permit issuance. Washington County has provided Conditions of Approval to address this additional review phase.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

C. The proposal is consistent with all applicable provisions of Chapter 20 (Land Uses) unless the applicable provisions are modified by means of one or more applications which shall be already approved or which shall be considered concurrently with the subject proposal.

Staff cites the Code Conformance Analysis chart at the end of this attachment, which evaluates the project as it relates the applicable Code requirements of Chapter 20 for the R7 Residential Urban Standard Density District (R7) zone as applicable to the above mentioned criteria. As demonstrated on the chart, the development proposal meets all applicable standards.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

D. The proposed development is consistent with all applicable provisions of Chapter 60 (Special Regulations) and all improvements, dedications, or both, as required by the applicable provisions of Chapter 60 (Special Regulations), are provided or can be provided in rough proportion to the identified impact(s) of the proposal.

Staff cites the Code Conformance Analysis chart at the end of this attachment, which evaluates the proposal as it relates the applicable Code requirements of Chapter 60, in response to the above mentioned criteria.

60.25 Off-Street Loading Requirements

The proposed school requires at least one Type B loading berth. The applicant proposes a "service and delivery" bay that will accommodate one Type B loading berth.

60.30 Off-Street Parking

Based on full occupancy of 750 students and approximately 75 staff, the proposed elementary school will require a minimum of 75 vehicle parking spaces and 83 long-term bicycle parking spaces. The maximum number of vehicle parking spaces allowed is 113. The applicant proposes 104 vehicle spaces in two lots and a total of 100 bicycle parking spaces in six locations. Long-term bicycle parking for schools does not need to be covered, but does need to be lighted to at least 0.5 foot-candles, visible, and conveniently located for staff and students riding bikes.. The school's plans show that bicycle parking will be provided using individual racks centered within parking areas that are at least 6 feet by 3 feet, located at least 2 feet from a building wall. This meets the applicable City minimum standards for bike parking.

All of the proposed regular vehicle parking spaces are at least 9 feet wide and at least 18.5 feet deep, counting the bumper overhang areas and there are five ADA-compliant spaces shown. The 5 proposed compact spaces in the inside of the school bus loop are shown to be at least 9 feet wide by 16 feet deep. Some of these spaces have room to accommodate additional bumper overhang area, but some do not, due to the proximity to other parking spaces. Both parking lots appear to comply with the applicable design standards for layout and dimensions.

Per Section 60.30.10.13, the site is required to provide carpool or vanpool parking for 3% of the employee parking spaces. As a Condition of Approval, the applicant shall designate

at least two (2) of the closest spaces to the primary employee entrance(s) as reserved carpool or vanpool parking. The applicant's plans currently show that 3 spaces are designated as carpool/vanpool spaces, which meets the requirement.

Section 60.55.10 General Provisions
As noted above, the applicant prepared a Traffic Impact Analysis (TIA) that demonstrates that the surrounding street system can reasonably accommodate the expected growth in traffic due to the increased size and altered circulation pattern for the school.

Section 60.55.20 Traffic Impact Analysis
The applicant conducted a Traffic Impact Analysis, as required. The study met the applicable standards for scope, contents, analysis, and recommended mitigations.

Section 60.55.25 Street and Bicycle and Pedestrian Connection Requirements
The applicant's plans show that the school will be accessible by foot and by bicycle, as required. As a Condition of Approval, the applicant will install sidewalks and planter strips.

60.60 Trees and Vegetation Requirements
There are no significant trees on the William Walker Elementary School property. However, Significant Grove G37 is located on the adjacent Cedar Hills Park property. This Grove will be impacted by the proposed shared use driveway, providing vehicular access from SW Cedar Hills Boulevard to the new elementary school. The permitting of the shared use driveway is requested with this application. Additionally, the applicant is requesting land use approval to construct full half street improvements to Cedar Hills Boulevard, including full intersection improvements at SW Cedar Hills Boulevard and SW Huntington Avenue. By staff's assessment, the construction of the shared use drive and Cedar Hills Boulevard will require root zone impact or removal of 77 significant grove trees. Based on the programming of future park improvements, needed capacity to serve the new school and new park, existing grades, and surrounding infrastructure, the committee has determined that the location and alignment of the shared access drive is reasonable. Tree impacts due to widening and improvements of Cedar Hills Boulevard are unavoidable. However, to mitigate impacts, the applicant has elected to provide 10 foot wide sidewalks with four foot wide tree grates, which is consistent with city code. The alternative acceptable sidewalk treatment, a six foot wide sidewalk with a seven foot wide planter strip is three feet wider, and would have greater impacts to the tree grove.

The applicants materials show that impacts to the Significant Grove fall below the minimum threshold for mitigation, when considering the subject project individually, as well as collectively with the Cedar Hills Park Redevelopment project (casefiles CU2017-0001, DR2017-0002, TP2017-0001), which is being reviewed as a separate land use project. Therefore, no significant tree mitigation is required.

Section 60.60.15.2 of the Beaverton Development Code, which addresses removal and preservation standards, requires that significant groves be preserved in cohesive areas, referred to as Preservation Areas. The code further requires that Preservation Areas conditioned for protection through the Design Review process, shall be set aside in

conservation easements. No such easements are proposed in with this project. However, the committee notes the concurrent review of the separate land use application for the Cedar Hills Park redevelopment, in which grove is located. This concurrent application provides an opportunity to condition the tree preservation easement responsibility on the owner of the property, THPRD. Assigning the condition of approval to one application instead of both would clearly assign responsibility, and simplify the process. Therefore, the committee recommends no conditions of approval regarding tree preservation easements with this application.

The committee recommends standard conditions of approval for tree protection fencing during construction for trees identified for preservation.

60.65 Utility Undergrounding

To meet the requirements of Section 60.65, staff recommends a standard condition of approval requiring that utility lines are placed underground.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

E. Adequate means are provided or can be provided to ensure continued periodic maintenance and necessary normal replacement of the following private common facilities and areas, as applicable: drainage ditches, roads and other improved rights-of-way, structures, recreation facilities, landscaping, fill and excavation areas, screening and fencing, ground cover, garbage and recycling storage areas and other facilities not subject to maintenance by the City or other public agency.

The Beaverton School District, a public agency, is the applicant for the project and will be responsible for the maintenance of all on-site improvements. The Beaverton School District will construct the shared access drive across the abutting Cedar Hills Park and all frontage improvements of Cedar Hills Boulevard. The Tualatin Hills Park and Recreation District will be responsible for the maintenance of the shared access drive on Cedar Hills Park property following construction. The proposal as represented does not present any barriers, constraints, or design elements that would prevent or preclude required maintenance of the private infrastructure and facilities on site.

Therefore, the Committee finds that the proposal meets the criterion.

F. There are safe and efficient vehicular and pedestrian circulation patterns within the boundaries of the development.

As noted above in response to criteria A, B and D, the vehicular and pedestrian circulation patterns within the boundaries of the site are safe and efficient for the operation of the proposed school.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

G. The development's on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner.

As noted in response to criteria A, B, and D, the on-site vehicular and pedestrian circulation systems connect to the surrounding circulation systems in a safe, efficient, and direct manner for the operation of the proposed school.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

H. Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate fire protection, including, but not limited to, fire flow.

Preliminary comments and conditions of approval have been received from Tualatin Valley Fire and Rescue District (TVF&R). Specific details regarding fire flow and hydrant placement will be reviewed for flow calculations and hydrant locations during site development and building permit stages.

The Committee concludes that, subject to meeting the conditions of approval the site can be designed in accordance with City codes and standards and provide adequate fire protection.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

***I.* Structures and public facilities serving the development site are designed in accordance with adopted City codes and standards and provide adequate protection from hazardous conditions due to inadequate, substandard or ill-designed development.**

The applicant shall be required to show a public street lighting plan prior to Site Development Permit issuance. By meeting the City of Beaverton's Engineering Design Manual design standards for street lights, the Committee finds that the street illumination system will provide adequate protection from crime and vehicle accidents. The applicants lighting plan will be discussed further within the Design Review staff report, as lighting relates to private drives and private common open space.

The proposed pathways will be adequately lighted to meet the minimum applicable Design Standards. The walkways and drive aisles have been designed to meet the applicable Engineering Design Standards.

The Committee finds that review of the construction documents at the building and site

development permit stages will ensure protection from hazardous conditions due to inadequate, substandard or ill-designed development.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

J. Grading and contouring of the development site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

The applicant's response to Criterion J states that the grading has been designed to accommodate the new school, and that grading at the site perimeter would not change the flow of drainage. Grading has been designed in coordination with the Cedar Hills Park Redevelopment project, and will share stormwater facilities when both projects are completed.

The applicant must show compliance with Site Development erosion control measure at the time of Site Development permit issuance.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion.

K. Access and facilities for physically handicapped people are incorporated into the development site and building design, with particular attention to providing continuous, uninterrupted access routes.

The applicant will be required to meet all applicable accessibility standards of the International Building Code, Fire Code and other standards as required by the American Disabilities Act (ADA). Conformance with the technical design standards for Code accessibility requirements are to be shown on the approved construction plans associated with Site Development and Building Permit approvals. The Committee finds that as proposed, the street sidewalks and walkways internal to the development appear to meet applicable accessibility requirements and through the site development and building permitting reviews will be thoroughly evaluated. Therefore, the Committee finds that by meeting the conditions of approval, the site will be in conformance with ADA requirements, and would thereby be in conformance with Development Code Section 60.55.65 and the criterion will be met.

Therefore, the Committee finds that by meeting the conditions of approval, the proposal meets the criterion for approval.

L. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the applications on January 18, 2017 and was deemed

complete on May 17, 2017. In the review of the materials during the application review, the Committee finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, the Committee finds the proposal meets the criterion for approval.

Code Conformance Analysis
Chapter 20 Use and Site Development Requirements
R7 Residential Urban Standard Density District
(R7) Zoning District

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 20.20.20. Land Uses – R7			
Use, Conditionally Permitted	Educational Institutions	The applicant proposes an Elementary School.	**YES w/ CU**
Development Code Section 20.20.15. Site Development Standards – R7			
Land Area Minimum	7,000	Approximately 330,000 square feet	**YES**
Lot Dimensions Minimum	Width: 70 feet Depth: 80 feet	Width: 460 feet Depth: 710 feet	**N/A**
Yard Setbacks Minimum	Front: 15 feet Side: 5 feet Rear: 25 feet	Front: 15 feet Side: 5 feet Rear: 25 feet	**YES**
Building Height Maximum	35’	The maximum building height is 34’ above grade plane.	**YES**

Chapter 60 Special Requirements

CODE STANDARD	CODE REQUIREMENT	PROJECT PROPOSAL	MEETS CODE?
Development Code Section 60.05			
Design Review Principles, Standards, and Guidelines	Requirements for new development and redevelopment.	Design Review standards and guidelines will be reviewed in the Design Review portion of the staff report.	**See Findings for DR2017-0004**
Development Code Section 60.07			
Drive-Up window facilities	Requirements for drive-up, drive-through and drive-in facilities.	No drive-up window facilities are proposed.	**N/A**
Development Code Section 60.10			
Floodplain Regulations	Requirements for properties located in floodplain, floodway, or floodway fringe.	No mapped floodplains are located within the subject site.	**N/A**
Development Code Section 60.12			
Habitat Friendly and Low Impact Development Practices	Optional program offering various credits available for use of specific Habitat Friendly or Low Impact Development techniques.	No Habitat Friendly or Low Impact Development techniques proposed.	**N/A**
Development Code Section 60.15 – Land Division Standards			
Land Division Standards	Standards pertaining to Land Divisions	No Land Divisions are proposed or required.	**N/A**
Development Code Section 60.25 – Off Street Loading			
Loading Facilities	1 Type B loading berth	The applicant proposes 1 Type B loading berth.	**YES**
Development Code Section 60.30 – Off-Street Parking			
Off-street motor vehicle parking Parking Zone A Required Bicycle Park	Total Required: 75 Spaces Long Term Total: 83 Spaces	<u>Vehicle Parking</u> 113 spaces <u>Bicycle Parking</u> Long Term: 100	**YES**
Compact Spaces	Required residential parking must be provided at standard sizes.	No compact parking spaces are proposed.	**N/A**

Development Code Section 60.55 - Transportation			
Transportation Facilities	Regulations pertaining to the construction or reconstruction of transportation facilities.	Refer to Facilities Review Committee findings herein.	**Yes- with COA**
Development Code Section 60.60			
Trees & Vegetation	Regulations pertaining to the removal and preservation of trees.	By staff assessment, 77 Significant Grove trees are proposed to be removed. By staff assessment, 88 Community Trees are proposed to be removed.	**See Findings for TP2017-0002**
Development Code Section 60.65			
Utility Undergrounding	All existing overhead utilities and any new utility service lines within the project and along any existing frontage, except high voltage lines (>57kV) must be placed underground.	To ensure the proposal meets requirements of this section, staff recommends a condition requiring undergrounding completion prior to occupancy.	**Yes- with COA**

CU2017-0002
ANALYSIS AND FINDINGS FOR
CONDITIONAL USE APPROVAL

Section 40.03.1 Facilities Review Approval Criteria:

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met:

Facilities Review Approval Criteria Section 40.03.1.A-L
Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

Section 40.15.15.3.C New Conditional Use Approval Criteria:

In order to approve a New Conditional Use application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. ***The proposal satisfies the threshold requirements for a Conditional Use application.***

   The applicant proposes an Educational Institution in the R7 Residential Urban Standard Density District (R7) zone. Educational Institutions in this zone require a Conditional Use permit. The existing property was annexed into the City of Beaverton in 2001, and no Conditional Use permit was found with Washington County. Therefore, the replacement school is being treated as a new Conditional Use permit

   Therefore, staff finds the proposal meets the criterion for approval.

2. ***All City application fees related to the application under consideration by the decision making authority have been submitted.***

   The applicant paid the required fee associated with a New Conditional Use application.

   Therefore, staff finds the proposal meets the criterion for approval.

3. ***The proposal will comply with the applicable policies of the Comprehensive Plan.***

   The applicant identified the following applicable Comprehensive Plan Policies, but states that there are no conflicts with any of the policies identified.

   5.4.1.b On-site detention will be used as a storm water management tool to mitigate the impacts of increased storm water run-off associated with new land development.

The applicant states that existing drainage patterns and discharge locations will be maintained. Proposed water quality treatment and mitigation will be required during the Site Development phase of the proposed development. An on-site detention system will manage water quantity and will ensure that post-development stormwater release rates will not surpass pre-development release rates. Stormwater discharge created from the shared access drive will ultimately be treated by a stormwater facility on the abutting Cedar Hills Park site, under separate but concurrent land use review. A temporary storm facility is shown elsewhere on the park site in the event that the school construction outpaces park construction, and the park's permanent storm facility is not yet constructed.

Upon initial review of the storm water report, landscaping and grading plans, the City Site Development Engineer concurs with the applicant's statement that temporary and permanent storm detention and treatment facilities will be adequate to treat storm water runoff from the parking lot, roof, hard surface play area and the covered play area.

5.4.1.c All new land development will be connected to a storm water drainage system. Each new development will be responsible for the construction or assurance of construction of their portion of the major storm water run-off facilities that are identified by the SWM program as being necessary to serve the new land development.

As shown on the Utility Plan, Sheet C2.0, the school site will be connected to the existing public storm drainage system at the western corner of the site. The storm pipe ultimately discharges to a ditch on SW Walker Road. Staff concurs that the existing public storm drainage system is adequate to serve the new development. The connection to the public storm drainage system will be reviewed and permitted during the Site Development stage of this project.

5.5.1.a All new land development (residential subdivisions, multiple family dwelling development, and industrial and commercial developments) shall be connected to a public water system.

As shown on the Exhibit A, Sheet C1.0, the school site will be connected to the existing City of Beaverton public water system. The site will connect to the existing water line in SW Lynnfield Lane, and a new water line will be extended along the shared access drive to connect to Cedar Hills Boulevard. The connection to the public water system will be reviewed and permitted during the Site Development stage of this project.

5.5.1.b All new development served by the Beaverton Water Division shall be reviewed by the City to determine that the pressure of water available to serve the proposed development meets City standards.

The applicant has provided materials with this application that show how adequate water pressure can be attained within the Beaverton Water Division. Staff concurs with the applicant's initial assessment. The Site Development Engineer will determine that available water pressure is adequate to serve the proposed project during the Site Development stage of this project.

5.5.1.c The City shall encourage water conservation consistent with current intergovernmental agreements, to prolong existing supplies and to help postpone water system capacity improvements needed to supply expected future demands as a result of projected population increases.

The applicant's proposed landscape plan for the proposed school shows utilization of climate-adaptive or native plant species which require less water than other plant species. The applicant also states that the irrigation system for the school site will be designed to use water-saving equipment and be zone-specific to maximize overall efficiency. Staff concurs that the proposed landscape approaches should help William Walker Elementary School to reduce water consumption. The irrigation system will be designed and permitted during the Building Permit stage of the development.

5.6.1.a All new land development (residential subdivisions, and multiple family dwelling, industrial, and commercial developments) shall be connected to the City sewer system.

The proposed school will be connected to the City of Beaverton public sewer system. The applicant's Utility Plan Sheet C1.0 shows the location of proposed connections to the existing public sewer system, located along the new shared access drive, connecting to the exiting public sewer system in SW Cedar Hills Boulevard. Staff concurs that the existing public sewer system is adequate to serve the new development. The connection to the public sewer system will be reviewed and permitted during the Site Development stage of this project.

5.7.1.a The City shall encourage the School District to provide facilities that will adequately accommodate growth while recognizing the limited supply of buildable land in the city for such facilities.

The applicant, The Beaverton School District, states that they have designed the new school to accommodate an increase in student capacity to support this policy without the need for additional land. Staff concurs with the applicant's statement that they have maximized the ration of land area, building size and parking with the need and requirement for outdoor learning and recreation facilities.

5.7.1.b Schools should locate within or adjacent to residential districts for the convenience of those the facilities serve. However, public and private school proposals should be assessed for compatibility in order to assure that the stated purposes of the residential districts are not unnecessarily eroded.

The proposed project is located on an existing school site that has been serving the surrounding residential districts since 1962. The applicant states that compatibility with the surrounding residences will be achieved in a variety of ways which include the following:

- The school building is generally located centrally on the site and oriented toward SW Cedar Hills Boulevard in order to provide adequate separation between the building and the established residences to the north and south of the elementary school property. In addition, a 20-foot landscaped and fenced buffer are proposed around the entire northern and southern perimeter of the site to provide screening where the site abuts residential neighbors.
- Lighting used in the parking lots and along walkways have been designed to avoid light spill onto neighboring properties. The above described buffer will also minimize light

trespass.

- Primary access to the school site will be from Cedar Hills Boulevard, which is an arterial street. This change shifts a majority of the traffic away from the single family neighborhood on SW Lynnfield Lane.
- The existing bicycle and pedestrian pathways that connects SW Lynnfield Lane and SW Cedar Hills Boulevard will be reconstructed and will continue to serve as a safe and convenient pathway.

Staff concurs that the above detailed efforts will ensure compatibility with the surrounding neighborhood.

5.7.1.g The City shall encourage the School District and the Tualatin Hills Park and Recreation District (THPRD) to continue their excellent level of cooperation in the joint acquisition, development and use of facilities for educational and recreational purposes.

BSD and THRPD have coordinated efforts for the planning, design and construction of the William Walker Elementary School Redevelopment and the abutting Cedar Hills Park Redevelopment. The design of both projects, including joint use of athletic fields, vehicle access, and stormwater facilities demonstrate their high level of cooperation throughout these development efforts.

6.2.1.d Locate and design multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Map for their Significant Natural Resource values.

A new shared access driveway through Cedar Hills Park is proposed. As the new access drive must line up with the existing SW Huntington Avenue, impacts to Significant Grove 37 on the Cedar Hills Park site are difficult to avoid. The new access drive has been designed to minimize impacts to the grove while still providing space for multiple modes of transportation. An assessment of tree health was conducted, and the alignment of the access drive was designed to preserve the healthiest trees within the grove.

6.2.1.e Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

Access to the school will be taken from SW Cedar Hills Boulevard, classified as an arterial. The new access will provide for bus loading, parent drop off, and staff/visitor parking. This drive will include sidewalk, bicycle lanes, and marked crosswalks. It will also include intersection improvements at SW Cedar Hills Boulevard and SW Huntington Avenue. The creation of the new access drive will shift a majority of the traffic to the shared access drive. Access to the school via SW Lynnfield Lane will be limited to staff and Special Education buses.

6.2.1.g Provide convenient direct pedestrian and bicycle facilities to promote the health and physical well-being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.

6.2.2.c Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, cycletracks, bike boulevards, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps, and the Development Code and Engineering Design Manual requirements.

6.2.2.d Design sidewalks and the pedestrian access systems to City standards to enhance walkability: complete the accessible pedestrian network, provide safe direct access to transit and activity centers, and provide safe crossings at intersections with pedestrian friendly design.

6.2.2.e Provide connectivity to each area of the City for convenient multimodal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, commercial, employment, and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.

6.2.3.d Designate safe walkway and bikeway routes from residential areas to schools, parks, transit, and other activity centers.

6.2.2.f Develop neighborhood and local connections to provide convenient circulation into and out of neighborhoods. Work to prevent and eliminate pedestrian and bicycle "cul-de-sacs" that require substantial out-of-direction travel for pedestrians and bicyclists.

6.2.3.g Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts among vehicles, trucks, rail, bicycles, and pedestrians. Preserve the functional integrity of the road system by limiting access per City standards.

6.2.3.h Ensure that adequate access for emergency services vehicles is provided throughout the City.

6.2.4.h Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project's identified impacts.

In response to policies 6.2.1.g and 6.2.2c through h identified above, the applicant cites the multimodal circulation maps Sheet L7.0, demonstrating safe, direct and convenient bicycle and pedestrian walkways are proposed throughout the site. Paint striping and tactile warning pavers will be used to identify safe pedestrian routes connecting the school building, parking areas, outdoor recreation areas and sidewalks. Pedestrian connections will also be provided to the existing pathways that connect the shared access drive, SW Cedar Hills Boulevard, and SW Lynnfield Lane.

The applicant also proposes half-street improvements along SW Cedar Hills Boulevard and SW Lynnfield Lane, consistent with the city's Engineering Design Manual standards.

Staff concurs that the applicant's Multimodal Circulation Diagrams on Sheet L7.0 demonstrate how pedestrian, bicycle, vehicle and emergency service access to and around the school site, will function through multiple safe access points and meet the intent of the Comprehensive Plan policies identified above.

8.4.1.a Noise impacts shall be considered during development review processes.

The applicant states that noise impacts were considered during design of the proposed school site, particularly regarding outdoor recreation areas and the parking lots. Potential noise impacts will be minimized through a variety of design and management aspects. Additionally, school bus and visitor access has been located more centrally on site, moving potentially noisy vehicles further away from abutting residential properties.

Therefore, staff finds the proposal meets the criterion for approval.

4. The size, dimensions, configuration, and topography of the site and natural and man-made features on the site can reasonably accommodate the proposal.

The applicant states that there are no topographic constraints present that would prohibit the proposal. Additionally, the applicant states that the shape, topography and associated site amenities such as parking and outdoor spaces of the existing Elementary School can reasonably accommodate the proposal.

Staff concurs with the applicant's statement that as shown on Sheet L2.0 of the submitted plans, that the site can reasonably accommodate the proposed Elementary School building, associated parking areas, circulation systems and athletic fields while meeting all required setbacks, site buffering and other design review guidelines while also meeting the School District's specifications for a new elementary school in terms of capacity and programming.

Further analysis of Design Guidelines are addressed in the Design Review Findings and Analysis beginning on page DR1 below.

Therefore, staff finds the proposal meets the criterion for approval.

5. The location, size, and functional characteristics of the proposal are such that it can be made reasonably compatible with and have minimal impact on livability and appropriate use and development of properties in the surrounding area of the subject site.

The applicant states that the proposed uses surrounding the proposed elementary school site include primarily single-family residences and Cedar Hills Park. In order to minimize potential impacts of the proposed elementary school on the surrounding properties, the applicant has designed the site with the following elements:

- The school building is generally located centrally on the site and oriented toward SW Cedar Hills Boulevard in order to provide adequate separation between the building and the established residences to the north and south of the elementary school

property. In addition, a 20-foot landscaped and fenced buffer are proposed around the entire northern and southern perimeter of the site to provide screening where the site abuts residential neighbors.

- A new access drive is proposed through Cedar Hills Park that will connect the new elementary school to Cedar Hills Boulevard. As demonstrated in the Traffic Impact Analysis, a majority of the traffic generated by the school will shift to this driveway and away from the residential neighborhood off of SW Lynnfield Lane.

- Half street improvements along SW Lynnfield Lane and SW Cedar Hills Boulevard will improve access to the school site.

- The applicant states that William Walker Elementary School has existed on this site since 1962 and has not impacted the appropriate use and development of the surrounding properties and neighborhoods.

Staff finds that the size, location and functional characteristics of the proposal are reasonably compatible with and have minimal impact on surrounding uses.

Therefore, staff finds that by meeting the conditions of approval, the criterion is met.

6. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

The applicant has submitted all documents related to this request for New Conditional Use approval. Design Review Three and Tree Plan Two applications are being processed concurrently with the subject request for Design Review Three approval. No additional applications or documents are needed at this time.

Therefore, staff finds that by meeting the conditions of approval, the criterion is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **CU2017-0002 (William Walker Elementary School Redevelopment),** subject to the applicable conditions identified in Attachment E.

DR2017-0004
ANALYSIS AND FINDINGS FOR
DESIGN REVIEW THREE APPROVAL

Section 40.03.1 Facilities Review Approval Criteria:

The applicant for development must establish that the application complies with all relevant standards in conformance with Section 50.25.1.B and all the following criteria have been met:

Facilities Review Approval Criteria Section 40.03.1.A-L
Staff has reviewed the applicable Facilities Review criteria in Attachment A to this report. Staff cites the findings presented in Attachment A in response to the Facilities Review approval criteria. As identified in Attachment A, above, the proposal meets Criteria A-L, and therefore meets the criterion for approval.

Therefore, the Committee finds that the proposal meets the criteria.

Planning Commission Standards for Approval:
Section 40.20.15.3.C of the Development Code provides standards to govern the decisions of the Commission as they evaluate and render decisions on Design Review Applications. The Commission will determine whether the application as presented, meets the Design Review Three approval criteria. The Commission may choose to adopt, not adopt or modify the Committee's findings. In this portion of the report, staff evaluates the application in accordance with the criteria for Type 3 Design Review.

Section 40.20.15.3.C Approval Criteria: In order to approve a Design Review Three application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Design Review Three application.

The applicant proposes to construct a new, 90,000 square foot, elementary school and associate facilities. The property is located in the R7 residential zone. Therefore, the applicant meets Threshold 2 of a Design Review Three.

2. New construction of more than 30,000 gross square feet of non-residential floor area where the development abuts or is located within any Residential zoning district.

Therefore, staff find that the criterion is met.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

The applicant paid the required fees for a Design Review Three application.

Therefore, staff find that the criterion is met.

3. For proposals meeting Design Review Three application thresholds numbers 1 through 6, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines).

Staff cites the Design Guidelines Analysis at the end of this Design Review section, which evaluates the project as it relates the applicable Design Review Guidelines found in Section 60.05 of the Development Code. Staff reviews each Guideline with respect to the applicability of the Guideline to the project, the applicant's response and illustrative representation of the proposal. Staff provides an evaluation of the proposal in relation to the Guideline and a statement as to whether the Guideline is met.

Therefore, staff find the proposal will meet the criterion for approval by meeting the conditions of approval.

4. For additions to or modifications of existing development, the proposal is consistent with all applicable provisions of Sections 60.05.35 through 60.05.50 (Design Guidelines) or can demonstrate that the additions or modifications are moving towards compliance of specific Design Guidelines if any of the following conditions exist:

- ***a. A physical obstacle such as topography or natural feature exists and prevents the full implementation of the applicable guideline; or***
- ***b. The location of existing structural improvements prevent the full implementation of the applicable guideline; or***
- ***c. The location of the existing structure to be modified is more than 300 feet from a public street.***

The project proposal is a new elementary school. Therefore, this criterion which pertains to additions or modification of existing development does not apply.

Therefore, staff find the criterion is not applicable.

5. For DRBCP proposals which involve the phasing of required floor area, the proposed project shall demonstrate how future development of the site, to the minimum development standards established in this Code or greater, can be realistically achieved at ultimate build out of the DRBCP.

The applicant does not propose a DRBCP.

Therefore, staff find the criterion is not applicable.

6. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, where the applicant has decided to address a combination of standards and guidelines, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is instead subject to the applicable corresponding Design Guideline(s). [ORD 4531; March 2010]***

The project proposal meets application Threshold #2 and, accordingly, is not subject to Design Standards.

Therefore, staff find the criterion is not applicable.

7. ***For proposals meeting Design Review Three application Threshold numbers 7 or 8, the proposal is consistent with all applicable provisions of Sections 60.05.15 through 60.05.30 (Design Standards) except for the Design Standard(s) where the proposal is applying to instead meet the applicable Design Guideline(s).***

The project proposal meets application Threshold #2 and, accordingly, is not subject to Design Standards.

Therefore, staff find the criterion is not applicable.

8. ***Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.***

The applicant has submitted all documents related to this request for Design Review Three approval. New Conditional Use and Tree Plan Two applications are being processed concurrently with the subject request for Design Review Three approval. No additional applications or documents are needed at this time.

Therefore, staff find the criterion is met.

DESIGN REVIEW GUIDELINES ANALYSIS

In the following analysis, staff have only identified the Design Guidelines which are relevant to the subject development proposal. Non-relevant Guidelines have been omitted.

60.05.35 ***Building Design and Orientation Guidelines.*** *Unless otherwise noted, all guidelines apply in all zoning districts.*

1. Building Elevation Design Through Articulation and Variety

B. *Building elevations should be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in architectural elements such as: building elevations, roof levels, architectural features, and exterior finishes should be provided.* (Standard 60.05.15.1.A and B)

The applicant states that the building responds to local context and honors the scale of the surrounding neighborhood. The two story building is articulated into a based and a top, creating pedestrian scale architecture. Glazing is provided throughout each elevation for additional visual interest. The exterior of the building is primarily masonry which is multi-colored and patterned. Staff concurs that adequate visual interest is provided.

Therefore, staff find the Guideline is met.

C. *To balance horizontal features on longer building elevations, vertical building elements, such as building entries, should be emphasized.* (Standard 60.05.15.1.B)

The applicant states that building is balanced by using the base and top elements approach. Vertical elements including windows and changes in material, especially along the east and north elevations, visible from SW Lynnfield Lane. Staff concur that vertical elements are adequately emphasized.

Therefore, staff find the Guideline is met.

D. *Buildings should promote and enhance a comfortable pedestrian scale and orientation. This guideline does not apply to buildings in industrial districts where the principal use of the building is manufacturing, assembly, fabricating, processing, packing, storage, wholesale or distribution activities.*
(Standard 60.05.15.1.B) [ORD 4531; March 2010]

The applicant cites multiple design features that create a comfortable pedestrian environment. The second floor massing extends over the first floor, providing a canopy to pedestrians. A large courtyard enhances the building plan and provides scale as well as pedestrian amenities such as seating. Staff concurs that the buildings are of a comfortable pedestrian scale.

Therefore, staff find the Guideline is met.

E. Building elevations visible from and within 200 feet of an adjacent street or major parking area should be articulated with architectural features such as windows, dormers, off-setting walls, alcoves, balconies or bays, or by other design features that reflect the building's structural system. Undifferentiated blank walls facing a street, common green, shared court, or major parking area should be avoided. (Standards 60.05.15.1.B, C, and D) [ORD 4542; May 2010]

Portions of the east and north elevations are within 200 feet of SW Lynnfield Lane. These elevations are articulated with windows, metal paneling, and a unique sloped roof form to break up the façade and provide visual interest. The base of the building is further articulated with punched openings with textured concrete. Staff concurs that building elevations visible from and close to public streets contains sufficient architectural features to provide visual interest.

Therefore, staff find the Guideline is met.

2. Roof Forms as Unifying Elements

A. *Roof forms should be distinctive and include variety and detail when viewed from the street. Sloped roofs should have a significant pitch and building focal points should be highlighted.* (Standards 60.05.15.2.A and B)

The applicant states that the roof form utilizes both a pitched and flat roof line to create visual variety. The pitched roof design incorporates low-sloped v-shaped roofs at the corners of the east and west elevations to create visual interest. Staff concur that while the pitched roof form does not have a significant pitch, the v-shaped corners to provide a distinctive appearance.

Therefore, staff find the Guideline is met.

B. *Flat roofs should include distinctive cornice treatments*. (Standard 60.05.15.2.C)

The applicant states that the design incorporates a border around the upper articulation of the façade. The border functions as a modern cornice detail, and frames the vertical elements of the building. Staff concur that the adequate cornice treatments are provided.

Therefore, staff find the Guideline is met.

3. Primary building entrances

A. *Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, the design of buildings should incorporate features such as arcades, roofs, porches, alcoves, porticoes, awnings, and canopies to protect pedestrians from the rain and sun.* (Standard 60.05.15.3.A)

The applicant states that the primary entrance, located at the southwest corner of the school building will be emphasized by a large building overhang that provides shelter for those entering and exiting the school. Staff have reviewed the primary building entrance design and concur with the applicant that the design of the entrances is differentiated and provides weather protection for pedestrians.

Therefore, staff find the Guideline is met.

B. *Special attention should be given to designing a primary building entrance that is both attractive and functional. Primary entrances should incorporate changes in mass, surface, or finish to emphasize the entrance.* (Standard 60.05.15.3.B)

The applicant states that primary entrance will be emphasized by a large canopy overhang, providing shelter and visual interest. The entrance will also be emphasized by an entry plaza consisting of decorative concrete paving and landscaped areas. Staff concur with the applicant that the primary building entrances are emphasized.

Therefore, staff find the Guideline is met.

4. Exterior Building Materials

A. *Exterior building materials and finishes should convey an impression of permanence and durability. Materials such as masonry, stone, wood, terra cotta, and tile are encouraged. Windows are also encouraged, where they allow views to interior activity areas or displays*. (Standard 60.05.15.4.A)

The applicant states that the first floor will be mainly masonry or precast concrete, and the second floor will be a combination of metal panels and fiber cement panels. The intent is to locate 'heavy' materials on the first floor, and 'lighter' materials on the second floor. Windows are located throughout each elevation, with specific emphasis on views outward from the reception area and associated offices, allowing visual connections for those approaching the school. for exterior walls is light and dark brick masonry which is a multi-color blend and laid in a pattern that provides in-plane and out-of-plane variety in the vertical and horizontal direction. Additionally a large variety of window shapes and sizes are proposed to break up the façade and provide appropriate daylight and views for school programs. Staff concurs with the applicant that the proposed materials convey a sense of durability and adequate windows are provided.

Therefore, staff find the Guideline is met.

B. *Where masonry is used for exterior finish, decorative patterns (other than running bond pattern) should be considered, especially at entrances, building corners and at the pedestrian level. These decorative patterns may include multi-colored masonry units, such as brick, tile, stone, or cast stone, in a layered or geometric pattern, or multi-colored ceramic tile bands used in conjunction with materials such as concrete. This guideline does not apply to developments in Industrial zones, where masonry is used for exterior finishes.* (Standards 60.05.15.4.B and C)

The applicant states that the precast concrete panel will incorporate a pattern in the form. The form pattern will add significant texture and detail at the pedestrian scale. The pattern will be vertical to reduce the scale of the building. Staff concurs that the proposed patterns in the precast concrete are adequate.

Therefore, staff find the Guideline is met.

5. ***Screening of Equipment.*** *All roof, surface, and wall-mounted mechanical, electrical, communications, and service equipment should be screened from view from adjacent public streets by the use of parapets, walls, fences, enclosures, dense evergreen foliage, or by other suitable means.* (Standards 60.05.15.5.A through C)

The applicant a decorative metal fence is proposed to screen outdoor service equipment. Mechanical equipment of the roof will either be screened via high parapet walls, the roof line, or a mechanical penthouse. No equipment will be visible from the right of way.

Therefore, staff find the Guideline is met.

60.05.40. ***Circulation and Parking Design Guidelines.*** *Unless otherwise noted, all guidelines apply in all zoning districts*.

1. ***Connections to public street system.*** *The on-site circulation system and the abutting street system should provide for efficient access and circulation, and should connect the project to abutting streets.* (Standard 60.05.40.1)

The applicant states that the proposed on-site circulation system connects to the surrounding street system. The proposal provides a new shared access drive for pedestrians and automobiles west of the school, connecting to SW Cedar Hills Boulevard. The project proposes to construct a new traffic signal at the current intersection of SW Huntington Avenue and SW Cedar Hills Boulevard, as well as construct full frontage improvement along Cedar Hills Boulevard. Although the project site does not have frontage on Cedar Hills Boulevard, the applicant, BSD, has submitted an intergovernmental agreement (Exhibit 6 of the applicant's materials) outlining the responsibilities for public infrastructure improvements. Furthermore, the applicant is proposing to reconstruct the street frontage along SW Lynnfield Lane to provide a sidewalk with planter strip buffer.

Finally, the proposal includes a portion of a multi-use path that will ultimately provide a

reasonably direct bicycle and pedestrian connection from SW Lynnfield Lane to SW Cedar Hills Boulevard. The remainder of the multi-use path will be constructed with Cedar Hills Park redevelopment project.

The proposal can be found to adequately connect to the public transportation system.

Therefore, staff find the Guideline is met.

2. Loading area, solid waste facilities, and similar improvements.

A. *On-site service, storage and similar activities should be designed and located so that these facilities are screened from an abutting public street.* (Standard 60.05.20.2)

The applicant states that on-site loading areas and trash enclosure are located within the building near the eastern corner of the building. This area will be screened from view by a decorative metal fence eight feet in height. Staff concurs that the loading area and trash enclosure is appropriately located and adequately screened from public view.

Therefore, staff find the Guideline is met.

B. *Except in Industrial districts, loading areas should be deigned and located so that these facilities are screened from an abutting public street, or are shown to be compatible with local business operations.* (Standard 60.05.20.2)

Although the loading area is visible from SW Lynnfield Lane, as mentioned above, the area will be screened from view by a decorative metal fence eight feet in height. Staff concurs that the loading area and trash enclosure is appropriately located and adequately screened from public view.

Therefore, staff find the Guideline is met.

3. Pedestrian circulation.

A. *Pedestrian connections should be made between on-site buildings, parking areas, and open spaces.* (Standard 60.05.20.3.A)

The applicant provides a series of pedestrian connections and paths throughout the site connecting shared access drive, building entrances, and parking areas to each other and to the public street system in SW Cedar Hills Boulevard and SW Lynnfield Lane. The pedestrian connections through the development and to adjacent streets are sufficient.

Therefore, staff find the Guideline is met.

B. *Pedestrian connections should connect on-site facilities to abutting pedestrian facilities and streets unless separated by barriers such as natural features, topographical conditions, or structures.* (Standard 60.05.20.3.A)

The applicant provides connections to all adjacent public streets which are direct and logical given the slopes of the site. Staff concurs with the applicant that sufficient pedestrian connections to adjacent streets and pedestrian facilities.

Therefore, staff find the Guideline is met.

C. *Pedestrian connections should link building entrances to nearby streets and other pedestrian destinations.* (Standard 60.05.20.3.B)

The applicant provides direct pedestrian connections from streets to building entrances with paved pathways. Staff concur that pedestrian connections are provided to adjacent public streets.

Therefore, staff find the Guideline is met.

D. *Pedestrian connections to streets through parking areas should be evenly spaced and separated from vehicles* (Standard 60.05.20.3.C through E)

The applicant provides pedestrian connections that run through the parking area and are generally separated from drive aisles and parking area. The parking lots west of the building, providing parking for staff and parent and bus drop-off include two pedestrian crossings through the parking lot. One crossing is striped, and one crossing is raised with striping. The parking lots east of the building, providing parking for staff and special education bus drop-off, have marked pedestrian crossings for the two ADA parking spaces. Staff concurs that adequate pedestrian connections are provided.

Therefore, staff find the Guideline is met.

E. Excluding manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in industrial districts, pedestrian connections designed for high levels of pedestrian activity should be provided along all streets. (Standard 60.05.20.3.A through H)

The applicant provides sidewalks along all public streets as well as an extensive internal pedestrian walkway system. Staff concurs that the pedestrian system is adequate.

Therefore, staff find the Guideline is met.

F. *Pedestrian connections should be designed for safe pedestrian movement and constructed of hard durable surfaces. (Standards 60.05.20.3.F through G)*

Pedestrian ways are designed for safe movement and constructed with hard surface materials. Where pedestrian access crosses drive aisles, marked crosswalks, either at grade or raised are used to differentiate the driving surface to ensure pedestrian safety. Pedestrian connections are a minimum of 5 feet in width and less than a 5% grade in the direction of travel. Staff concurs that the applicant has proposed hard durable differentiated surfaces for pedestrian connections.

Therefore, staff find the Guideline is met.

4. Street frontages and parking areas. *Landscape or other screening should be provided when surface parking areas are located along public streets.* (Standard 60.05.20.4)

A majority of the parking is internal to the site. However, the parking lot east of the building is designed to have one row of parking pointed towards SW Lynnfield. The applicant indicates on sheet L2.2 that a landscape screening buffer between the parking lot and the public street shall be installed of a height between 24 inches and 48 inches. This landscape screen will block vehicle headlights from the parking area along SW Lynnfield Lane.

Therefore, staff find the Guideline is met.

5. Parking area landscaping. *Landscape islands and a tree canopy should be provided to minimize the visual impact of large parking areas.* (Standard 60.05.20.5.A through D)

The applicant proposes landscape islands containing trees and ground cover. The applicant states that the total parking for the school has been broken up into three smaller lots. The landscape islands and surrounding vegetation are designed to mitigate the impact of the parking areas.

Therefore, staff find the Guideline is met.

8. Connect on-site buildings, parking, and other improvements with identifiable streets and drive aisles in Residential, Multiple Use, and Commercial districts.

A. *On-site circulation should be easily recognized and identified, and include a higher level of improvements such as curbs, sidewalks, and landscaping compared to parking lot aisles.* (Standard 60.05.20.8)

The proposal connects to public streets and sidewalk system in an easily recognized manner. Curbs and sidewalks are included in the design. All crosswalks will be concrete or other paving treatments to differentiate from the vehicular pavement.

Therefore, staff find the Guideline is met.

B. *Long, continuous parking aisles should be avoided if possible, and landscaped as necessary to minimize the visual impact.* (Standard 60.05.20.8)

The applicant states that by breaking up the necessary parking into smaller parking areas, long continuous parking aisles have been avoided. The number of parking spalls per aisle is also kept to a minimum to further break up the parking areas while providing the necessary number of required parking stalls. Staff concurs that the applicant provides adequate landscaping to minimize the visual impact of the proposed parking facilities.

Therefore, staff find the Guideline is met.

60.05.45. ***Landscape, Open Space and Natural Areas Design Guidelines.*** *Unless otherwise noted, all guidelines apply in all zoning districts.*

2. Minimum landscaping in Residential zones.

A. Landscape treatments utilizing plants, hard-surface materials, or both should be provided in the setback between a street and a building. The treatment should enhance architectural elements of the building and contribute to a safe, interesting streetscape. (Standard 60.05.25.4)

The project as proposed provides a variety of shrubs and ground cover as well as street trees and landscape trees to create interesting views from both SW Lynnfield Lane and the shared access drive.

Therefore, staff find the Guideline is met.

B. Landscaping should soften the edges of buildings and parking areas, add aesthetic interest, and generally increase the attractiveness of a development and its surroundings. (Standard 60.05.25.4)

The project as proposed provides a variety of shrubs and ground cover as well as landscape trees around the building and the parking lots.

Therefore, staff find the Guideline is met.

3. Minimum landscaping for conditional uses in Residential districts and for developments in Multiple Use, Commercial, and Industrial Districts.

A. *Landscaping should soften the edges of buildings and parking areas, add aesthetic interest and generally increase the attractiveness of a development and its surroundings.* (Standard 60.05.25.3.A, B, and D)

The applicant states that at parking lots and driveways, landscape plantings will be provided in the required perimeter buffer area. Interior parking lot islands and plating strips are proposed at the interior of both parking lots to provide aesthetic interest. Stomwater treatment facility plantings, street trees, and open lawn areas and play fields also contribute to the softening of buildings area parking areas Staff concurs that the proposed landscaping softens the edges of buildings and parking areas and adds aesthetic interest.

Therefore, staff find the Guideline is met.

B. *Plazas and common areas designed for pedestrian traffic should be surfaced with a combination of landscape and decorative pavers or decorative concrete.* (Standard 60.05.25.3.C)

The applicant states that the main entry plaza has been designed with decorate concrete paving that extends around all sides of the school, linking other school entrances, the courtyard, and outdoor recreation areas. Landscaped areas are dispersed throughout the common areas to provide visual interest, screening, and sating. Staff concur that the pedestrian plaza meets the Guideline.

Therefore, staff find the Guideline is met.

C. *Use of native vegetation should be emphasized for compatibility with local and regional climatic conditions.* (Standard 60.05.25.3.A and B)

The applicant states that native and native analog plants are proposed throughout the site and diverse plantings will be used.

Therefore, staff find the Guideline is met.

D. *Existing mature trees and vegetation should be retained and incorporated, when possible, into the site design of a development.* (Standard 60.05.25.3.A and B)

The existing vegetation and trees along the southeast side of the site will generally be retained. The trees in the remaining portions of the site will generally be removed to accommodate development.

Therefore, staff find the Guideline is met.

E. *A diversity of tree and shrub species should be provided in required landscaped areas.* (Standard 60.05.25.3)

The applicant states that a variety of trees, shrubs, grasses and groundcover are proposed. Tree species include maple, ash, oak, flowering dogwood, fir, cedar, and hemlock. Over 20 varieties of shrubs, grasses and groundcover are proposed as well.

Staff concurs that a variety of trees and shrub species should be provided.

Therefore, staff find the Guideline is met.

6. Retaining Walls. *Retaining walls over six (6) feet in height or greater than fifty (50) feet in length should be architecturally treated, incorporated into the overall landscape plan, or screened by landscape material.* (Standard 60.05.25.5)

The applicant identifies one retaining wall at the north edge of the covered play area. The upper elevation, outside of the play area, will be landscaped to provide a visual buffer between the play area and nearby homes. The lower elevation will be within the covered play area, and will not be landscaped to allow for play.

A second retaining wall is proposed along the south edge of the property. The wall is less than one and a half feet tall at it's highest point, and will be surrounded by lawn area at the top bottom grades.

Therefore, staff find the Guideline is met.

7. Fences and Walls

A. Fences and walls should be constructed of attractive, durable materials. (Standard 60.05.25.6)

Six foot fall existing fences along the north and south property lines, constructed of wood, are proposed to remain with this development. An additional existing interior chain link fence along the south side of the site will remain as well. The applicant proposes a vinyl-clad chain link fence along the perimeter of the paly area. The proposed fence is constructed of durable and attractive materials.

Therefore, staff find the Guideline is met.

B. Fences and walls constructed in front yards adjacent to public streets should provide the opportunity to view into the setback from the street unless high traffic volumes or other conflicts warrant greater security and protection. (Standard 60.05.25.6)

No new fences or walls are proposed along SW Lynnfield Lane. Existing fences along SW Lynnfield are chain link without slats to allow for visual access into the site.

Therefore, staff find the Guideline is met.

8. Changes to existing on-site surface contours at residential property lines. *The perimeters of properties should be graded in a manner to avoid conflicts with abutting residential properties such as drainage impacts, damage to tree root zones, and blocking sunlight. (Standard 60.05.25.10)*

The applicant states that the proposed grading will not increase the amount of run-off to adjacent properties or significantly damage the root zones of existing trees retained with the proposed development. The applicant has provided a technical stormwater analysis with their application which adequately addresses stormwater on the site.

Therefore, staff find the Guideline is met.

9. Integrate water quality, quantity or both facilities. *Aboveground stormwater detention and treatment facilities should be integrated into the design of a development site and, if visible from a public street, should appear as a component of the landscape design. (Standard 60.05.25.11)*

A stormwater demonstration planter for educational opportunities has been located north of the building in the courtyard. The remainder of the stormwater detention will be provided off site on the abutting park site, either in a temporary or permanent above ground facility, permitted with the Cedar Hills Park redevelopment project.

Therefore, staff find the Guideline is met.

10. Natural Areas. *Natural features that are indigenous to a development site, such as streams, wetlands, and matures trees should be preserved, enhanced and integrated when reasonably possible into the development plan. (Standard 60.05.25.12)*

There are two stands of trees of note in the project area. Significant Grove 37, located on the abutting Cedar Hills Park property, will be impacted by the shared access drive. The location of the shared access drive is limited to accommodate the programming and amenities of future park redevelopment, and alignment with SW Huntington Avenue. Further information regarding the impact of the Significant Grove can be found under the findings for the Tree Plan Type Two, Attachment D of this report.

The second stand of trees is located in the southeastern corner of the site. The stand is composed of mature evergreens, but are categorized and community trees, and are not part of a Significant Grove. Site improvements largely avoid this stand of trees. Improvements to SW Lynnfield Lane, which will include a new sidewalk and planter strip with street trees will require the removal of XX number of trees in this stand. However, the majority of the stand will remain one cohesive group.

Therefore, staff find the Guideline is met.

11. Landscape Buffering and Screening

A. A landscape buffer should provide landscape screening, and horizontal separation between different zoning districts and between non-residential land uses and residential land uses. The buffer should not be applicable along property lines where existing natural features such as flood plains, wetlands, riparian zones and identified significant groves already provide a high degree of visual screening. (Standard 60.05.25.13)

The applicant states that property lines to the north and south will be landscaped with a 20 foot buffer where it abuts residential uses. The buffer has been designed to meet the city's B-3 buffer standard, which would be the city's desired buffer in cases of a Conditional Use abutting residential uses. The buffer consists of an existing six foot tall fence, with trees, shrubs and groundcover in accordance with the B-3 buffer standard. Additional tree plantings are proposed. Staff concurs that the buffering provided is adequate to screen the proposed development from adjacent residential uses.

Therefore, staff find the Guideline is met.

B. When potential impacts of a Conditional Use are determined, or when potential conflicts of use exist between adjacent zoning districts, such as industrial uses abutting residential uses, landscape screening should be dense, and the buffer width maximized. When potential conflicts of uses are not as great, such as a commercial use abutting an industrial use, less dense landscape screening and narrower buffer width is appropriate. (Standard 60.05.25.13)

The proposed project requires a Conditional Use. As noted above in Section A of this Guideline, the applicant is proposing a 20 foot wide B-3 buffer, consistent with the city's Design Standard along areas of residential development.

Therefore, staff find the Guideline is met.

C. Landscape buffering should consist of a variety of trees, shrubs, and ground covers designed to screen potential conflict areas and complement the overall visual character of the development and adjacent neighborhoods. (Standard 60.05.25.13)

The applicant states that the proposed landscape plantings will consist of a variety of trees, shrubs and groundcover designed to provide and effective visual screen along residential areas. Landscape materials have been chosen to complement existing trees and vegetation on site. Staff concurs that the schedule of planting materials shown on Sheet L6.0 in Exhibit 1 of the applicant's materials provide ample variety and screening.

Therefore, staff find the Guideline is met.

D. When changes to buffer widths and buffer standards are proposed, the applicant should describe the physical site constraints or unique building or site characteristics that merit width reduction. (Standard 60.05.25.13.E).

The applicant states that buffering along the eastern property line deviates somewhat to accommodate driveways spaces approximately 100 feet apart, providing access to staff parking and special education bus drop off. However, as discussed in response to Section 60.05.40.4 above, parking lot screening of shrubs 24 to 48 inches tall will adequately screen headlight impacts on the right of way and residential uses across the street.

Therefore, staff find the Guideline is met.

60.05.50. Lighting Design Guidelines. *Unless otherwise noted, all guidelines apply in all zoning districts.* (Standard 60.05.30.1 and 2)

1. *Lighting should be utilized to maximize safety within a development through strategic placement of pole-mounted, non-pole mounted and bollard luminaries.*

   The applicant states that 20 pole mounted luminaires are proposed throughout the site. The poles are a mix of 15 feet and 18.5 feet tall. The luminaires are LEDs with cutoffs, as shown on the lighting details in Exhibit 11 of the applicant's materials.

   Therefore, staff find the Guideline is met.

2. *Pedestrian scale lighting should be an integral part of the design concept except for industrial projects. Poles and fixtures for pole-mounted lighting should be of a consistent type throughout the project. The design of wall-mounted lighting should be appropriate to the architectural design features of the building.*

   The applicant states that pedestrian scale lighting is proposed in courtyards and around the site using LED bollard, overhead recessed and wall sconce lighting, in addition to the pole mounted luminaires described above in Section 1. The lighting details provided appear to be architecturally appropriate for the design of the building.

   Therefore, staff find that by meeting the conditions of approval the Guideline is met.

3. *Lighting should minimize direct and indirect glare impacts to abutting and adjacent properties and streets by incorporating lens-shields, shades or other measures to screen the view of light sources from residences and streets.*

   The applicant states that all luminaires will be shielded and angled to minimize potential light trespass. Outdoor lighting will be controlled with timers to implement the districts 'dark campus' policy and sustainability objectives.

   Therefore, staff find the Guideline is met.

4. *On-site lighting should comply with the City's Technical Lighting Standards. Where the proposal does not comply with the Technical Lighting Standards, the applicant should describe the unique circumstances attributed to the use or site where compliance with the standard is either infeasible or unnecessary.*

   The applicant provides a photometric plan which complies with the maximum property lighting of 0.5 footcandles at the property line except for the shared property line with Cedar Hills Park. Both BSD and THPRD have stated that they have consistent lighting

schedules, and do not intend to light their properties after 10:30 pm. Therefore, the minimal light trespass as shown is not expected to have any negative impacts on the abutting park property.

The lighting plan does not meet the minimum lighting of 1.0 footcandles for the vehicle and drive aisles of the site. Staff recommends a condition of approval that a revised lighting plan be submitted at the time of Site Development Permit showing the full site lighting demonstrating that drive aisles and pedestrian walkways serving the building in compliance with the Technical Lighting Standards of the Development Code.

Therefore, staff find that by meeting the conditions of approval the Guideline is met.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **DR2017-0004 (William Walker Elementary School Redevelopment),** subject to the applicable conditions identified in Attachment E

TP2017-0002
ANALYSIS AND FINDINGS FOR
TREE PLAN TWO

Section 40.90.05 Tree Plan Applications; Purpose

Healthy trees and urban forest provide a variety of natural resource and community benefits for the City of Beaverton. Primary among those benefits is the aesthetic contribution to the increasingly urban landscape. Tree resource protection focuses on the aesthetic benefits of the resource. The purpose of a Tree Plan application is to provide a mechanism to regulate pruning, removal, replacement, and mitigation for removal of Protected Trees (Significant Individual Trees, Historic Trees, trees within Significant Groves and Significant Natural Resource Areas (SNRAs)), and Community Trees, thus helping to preserve and enhance the sustainability of the City's urban forest.

Section 40.90.15.2.C Approval Criteria

In order to approve a Tree Plan Two application, the decision making authority shall make findings of fact based on evidence provided by the applicant demonstrating that all the following criteria are satisfied:

1. The proposal satisfies the threshold requirements for a Tree Plan Two application.

The applicant proposes to remove or impact root zones of trees from Significant Grove 37 through the construction of a shared access drive on the abutting Cedar Hills Park property. Under a separate but concurrently reviewed land use application, The Tualatin Hills Park and Recreation District is proposing to remove or impact root zones of 54 trees from Significant Grove 37 through the construction park amenities. Jointly, these two projects proposed to remove 45.7% of the non-exempt total DBH of Significant Grove 37. Therefore, the subject proposal alone requests to remove less than 75% of the total DBH of Significant Grove 37 on site, which meets threshold three for a Tree Plan Two application.

> *3. Commercial, Residential, or Industrial zoning district: Removal of up to and including 75% of the total DBH of non-exempt surveyed tree(s) found on the project site within SNRAs, Significant Groves, or Sensitive Areas as defined by Clean Water Services.*

Therefore, staff find that the proposal meets this criterion for approval.

2. All City application fees related to the application under consideration by the decision making authority have been submitted.

The applicant has paid the required fee for a Tree Plan Two application.

Therefore, staff find that the proposal meets this criterion for approval.

3. If applicable, removal of any tree is necessary to observe good forestry practices according to recognized American National Standards Institute (ANSI) A300-1995

standards and International Society of Arborists (ISA) standards on the subject.

The trees are not proposed for removal to observe good forestry practices. The trees are proposed for removal to accommodate the development of the site including the associated grading and construction.

Therefore, staff find that this criterion for approval does not apply.

4. If applicable, removal of any tree is necessary to accommodate physical development where no reasonable alternative exists.

The applicant proposes to remove or impact root zones of 77 non-exempt significant grove trees to accommodate the extension of a shared access drive to provide new vehicular, bicycle and pedestrian access to the new William Walker Elementary School. The aforementioned Cedar Hills Park Redevelopment project will also rely on this shared access drive for vehicular, bicycle and pedestrian access. The applicant states that due to the geometry of the site makes it impossible to fully avoid Significant Grove impacts.

Staff concur that the trees proposed to be removed related to the shared access driveway are the minimum necessary to accommodate the proposed development.

Therefore, staff find that the proposal meets this criterion for approval.

5. If applicable, removal of any tree is necessary because it has become a nuisance by virtue of damage to property or improvements, either public or private, on the subject site or adjacent sites.

Property damage or other nuisances are not the reason the trees are being removed. Trees are being removed to facilitate development of the site.

Therefore, staff find that this criterion for approval does not apply.

6. If applicable, removal is necessary to accomplish public purposes, such as installation of public utilities, street widening, and similar needs, where no reasonable alternative exists without significantly increasing public costs or reducing safety.

The applicant's materials show that approximately 20 significant trees will be removed or impacted due to the frontage improvements of Cedar Hills Boulevard. Staff concurs that these tree are proposed for removal to facilitate development of a public facility, and that no reasonable alternative exists to preserve these trees.

Therefore, staff find that the proposal meets this criterion for approval.

7. If applicable, removal of any tree is necessary to enhance the health of the tree, grove, SNRA, or adjacent trees, [or] to eliminate conflicts with structures or vehicles.

The removal of trees is not necessary to enhance the Significant Grove on-site. The trees are proposed for removal to accommodate new development where no reasonable alternative exists.

Therefore, staff find that this criterion for approval does not apply.

8. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in a reversal of the original determination that the SNRA or Significant Grove is significant based on criteria used in making the original significance determination.

The applicant cites the City's Development Code Definition for Significant Tree Grove Inventory Analysis:

a) The grove is relatively mature and evenly aged; and

The grove is composed primarily of mature Douglas Fir trees (Pseudotsuga menziesii) of varying sizes and includes 218 trees. The grove is devoid of natural understory and the area is primarily used for picnicking and other passive recreation by park users. Soil compaction is apparent due to the mowing and other maintenance vehicle activity to service the site. Tree sizes in the grove range from approximately 4 inches to 48 inches DBH. The Tree Plan shows 92 remaining trees that will range in size from 4 inches to 48 inches DBH, thus maintaining a mature and evenly aged grove.

b) The grove has a purity of species composition or is of a rare or unusual nature; and

The grove is primarily composed of native Douglas Fir and contains other native conifer and deciduous species (see tree tables in Exhibit 7 for specific species information). The grove is rare due to the average age/size of the trees within it and because of its location in a very urbanized portion of the City that does not contain large groves of mature trees. Most the trees that are proposed to be preserved are mature Douglas Firs and the resulting number of trees preserved will still constitute a large grove of mature, native trees in the context of the surrounding urban area.

c) The grove has a purity of species composition or is of a rare or unusual nature; or

Based on the project tree inventory, most of the trees in the grove are in a good or fair condition (i.e., 91 good condition and 66 fair condition). Careful attention has been made to assess potential direct and indirect effects on tree health from the proposed actions in the grove. There are 68 trees that do not occur within the physical footprint of the proposed improvements, but could be harmed by root zone encroachment will be assessed individually for possible retention. However, these trees have been included in the total tree removal count for the purposes of this tree plan. It is expected that preserved trees will not be harmed by proposed construction activities and future use of the improvements located in the grove will not hamper the health of the resultant grove.

d) The grove has a purity of species composition or is of a rare or unusual nature.

The grove provides an important functional and aesthetic quality for the park and surrounding area. Functionally, the grove provides a forested, open area for park goers to use. It also enhances the park's open space quality by providing a natural and aesthetically-pleasing area in an otherwise developed park and developed surrounding area. The grove is not expected to lose its functional or aesthetic value because of the proposed park improvements.

Staff concurs with the applicant's analysis that the proposed shared access drive will not result in a reversal of the original Significant Grove determination.

Therefore, staff find that the proposal meets this criterion for approval.

9. If applicable, removal of a tree(s) within a SNRA or Significant Grove will not result in the remaining trees posing a safety hazard due to the effects of windthrow.

The applicant states that most the trees proposed to be removed in the significant grove occur within the new access drive alignment that will provide access to Cedar Hills Park and the William Walker Elementary School site. The drive is generally aligned in a north/south orientation. Few trees along the existing edge of the grove will be removed. Therefore, most of the trees within the grove that are expected to have the greatest root strength and resistance to windthrow will be preserved. THPRD will inspect preserved trees for signs of potential windthrow susceptibility or damage after project implementation and will conduct tree pruning or removal as necessary, consistent with the City's Development Code, to maintain save conditions in the grove. Staff concurs with the applicant's analysis that the remaining Significant Grove will not be at an increased risk of windthrow.

Therefore, staff find that the proposal meets this criterion for approval.

10. The proposal is consistent with all applicable provisions of Section 60.60* Trees and Vegetation *and Section 60.67* Significant Natural Resources*.

Staff cites the applicable Development Code sections in the Development Code Conformance Analysis chart at the end of the Tree Plan Staff Report, which evaluates the project as it relates to applicable code requirements of Sections 60.60 through 60.67, as applicable to the aforementioned criterion. As demonstrated on the chart, the proposal complies with all applicable provisions of Chapter 60.60 and 60.67.

Therefore, staff find by meeting the Conditions of Approval, the proposal meets the criterion for approval.

11. Grading and contouring of the site is designed to accommodate the proposed use and to mitigate adverse effect(s) on neighboring properties, public right-of-way, surface drainage, water storage facilities, and the public storm drainage system.

This approval criterion is identical to Facilities Review approval criterion J. The response contained

within the Facilities Review report (Attachment A, above) is hereby cited and incorporated. The applicant's plans demonstrate a balance of accommodating the proposed use while minimizing the adverse effects on neighboring properties.

Therefore, staff find that the proposal meets this criterion for approval.

12. The proposal contains all applicable application submittal requirements as specified in Section 50.25.1 of the Development Code.

The applicant submitted the application on January 18, 2017 and was deemed complete on May 17, 2017. In the review of the materials during the application review, staff finds that all applicable application submittal requirements, identified in Section 50.25.1 are contained within this proposal.

Therefore, staff finds that the proposal meets this criterion for approval.

13. Applications and documents related to the request, which will require further City approval, shall be submitted to the City in the proper sequence.

The applicant has submitted all documents related to this request for Tree Plan Type Two approval. New Conditional Use and Design Review Three applications are being processed concurrently with the subject request for Tree Plan Two approval. No additional applications or documents are needed at this time.

Therefore, staff finds that the proposal meets this criterion for approval.

Recommendation

Based on the facts and findings presented, staff recommend **APPROVAL** of **TP2017-0002 (William Walker Elementary School Redevelopment)** subject to the applicable conditions identified in Attachment E.

Code Conformance Analysis
Chapter 60.60 Trees and Vegetation & Chapter 60.67 Significant Natural Resources

CODE SECTION	CODE REQUIREMENT	PROJECT PROPOSAL	MEET STANDARD
60.60.15 Pruning, Removal, and Preservation Standards			
60.60.15.1A-B	Pruning Standards	The project identifies the root zones of several Significant Grove trees to be impacted. The applicant states that root impacts will be done in accordance with standards of this code section in efforts to preserve trees that sustain root impacts.	**YES**
60.60.15.2.A	Removal of Protected Trees must be in accordance with this section.	The proposed tree removal complies with this section (see findings below).	**YES w/COA**
60.60.15.2.B	Removal of Landscape Trees and Significant Trees shall be required as set forth in 60.60.25	The proposed significant tree removal complies with this section (see findings below).	**YES**
60.60.15.2.C.1	Standards for SNRA & Significant Groves – Minimum Preservation	Minimum 25% of significant grove on site must be preserved; BSD and THPRD projects combine propose to preserve approximately 54% of significant grove on site.	**YES**
60.60.15.2.C.2	Standards for SNRA & Significant Groves – Cohesive Areas	Preserved significant grove located in single two cohesive areas, one on either side of the shared access drive.	**YES**
60.60.15.2.C.3	Standards for SNRA & Significant Groves – Native Understory	Tree protection fencing will limit construction vehicle access in the significant grove.	**YES w/COA**
60.60.15.2.C.4-5	Standards for SNRA & Significant Groves – Preservation with DR Proposal	Application is part of a Design Review proposal. Therefore, the remainder of the Significant Grove should be located in a preservation easement. However, THPRD, owner of Cedar Hills Park, on which the Grove and shared access drive is located, has submitted a park redevelopment project, which is under separate but concurrent review. This project also requests tree	**YES**

		removal from the Significant Grove. As the entirety of the Grove is on THPRD property, it is appropriate to assign the preservation and maintenance easement condition of approval to the development project brought forth by the owner of the property on which the grove is located. Therefore, no preservation easement condition is assigned with this development project. However, staff urges and expects BSD to support THPRD's efforts in developing and recording an appropriate and mutually agreeable preservation easement to preserve the remaining Significant Grove Trees in perpetuity.	
60.60.15.2.C.6	Standards for SNRA & Significant Groves – Preservation with LD Proposal	No Land Division is proposed.	**N/A**
60.60.15.2.C.7	Standards for SNRA & Significant Groves – Native vs. Non-Native	Applicant has designed project to prioritize native significant trees where possible preserve native trees	**YES**
60.60.15.2.C.8	Standards for SNRA & Significant Groves	As analyzed in Section 60.60.15.2.C.4-5, a maintenance and conservation easement will be assigned to separate, but concurrently reviewed Cedar Hills Park land use application.	**YES**

60.60.20 Tree Protection Standards During Development			
60.60.20.1	Trees shall be protected during construction by a 4' orange plastic fence and activity within the protected root zone shall be limited. Other protections measures may be used with City approval.	Tree fencing will be constructed consistent city requirement for trees identified for preservation. Staff recommends a condition of approval requiring that a certified arborist be on-site for any	**YES w/ COA**

		site work within root zones of any preserved significant grove trees.	
60.60.25 Mitigation Requirements			
60.60.25.1.A-F	Standards for removal of Significant Trees	Staff recommends a condition of approval that the applicant adhere to Section 60.60.20 unless modified in agreement with the City Arborist.	**YES w/ COA**
60.60.25.2	Mitigation Standards for removal of Significant Trees.	The proposal includes removal of less than 50 percent of the DBH of Trees within Significant Grove No. 37. Therefore, no mitigation is required.	**YES**
60.60.25.9	Landscape Tree Mitigation	No landscape trees are located on-site	**N/A**
60.67 Significant Natural Resources			
60.67.05.1	Development activities in locations of possible significant natural resources and/or wetlands are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	**N/A**
60.67.05.2	For sites identified in the Local Wetland Inventory notice of the proposed development shall be provided to DSL.	No significant natural resources exist on site.	**N/A**
60.67.10	Development activities in locations of Significant Riparian Corridors are subject to relevant procedures identified in Chapter 50.	No significant natural resources exist on site.	**N/A**

CONDITIONS OF APPROVAL

A. Prior to site development permit issuance, the applicant shall:

1. Submit the required plans, application form, fee, and other items needed for a complete site development permit application per the applicable review checklist. (Site Development Div./JJD)
2. Contract with a professional engineer to design and monitor the construction for any work governed by Beaverton Municipal Code 9.05.020, as set forth in Ordinance 4417 (City Engineering Design Manual and Standard Drawings), Beaverton Development Code (Ordinance 2050, 4010 +rev.), the Clean Water Services District Design and Construction Standards (June 2007, Resolution and Ordinance 2017-05), and the City Standard Agreement to Construct and Retain Design Professionals in Oregon. (Site Development Div./JJD)
3. Submit a completed and executed City Standard Agreement to Construct Improvements and Retain Design Professional(s) Registered in Oregon. After the site development permit is issued, the City Engineer and the Planning Director must approve all revisions as set out in Ordinances 2050, 4010+rev., and 4417; however, any required land use action shall be final prior to City staff approval of the engineering plan revision and work commencing as revised. (Site Development Div./JJD)
4. Have the ownership of the subject property guarantee all public improvements, site grading, storm water management (quality and quantity) facilities, private streets, and common driveway/emergency access paving by submittal of a City-approved security. The security approval by the City consists of a review by the City Attorney for form and the City Engineer for amount, equivalent to 100 percent or more of estimated construction costs. (Site Development Div./JJD)
5. Submit all required off-site easements, quit claim deeds, and on-site easements (including a minimum 15-foot-wide public pedestrian and bicycle easement establishing an open, continuous corridor from SW Cedar Hills Boulevard to SW Lynnfield Lane) executed and ready for recording, to the City after approval by the City Engineer for legal description of the area encumbered and City Attorney as to form. (Site Development Div./JJD)
6. Submit to the City a copy of issued permits or other approvals needed from Washington County for work within, and/or construction access to all the affected County road right of ways. (Site Development Div./JJD)
7. Have obtained the Tualatin Valley Fire and Rescue District Fire Marshal's approval of the site development plans as part of the City's plan review process. (Site Development Div./JJD)
8. Submit a detailed water demand analysis (fire flow calculations) in accordance with the requirements of the Fire Code as adopted by the Tualatin Valley Fire and Rescue. If determined to be needed by the City Building Official and Fire Marshal, this analysis shall be supplemented by an actual flow test and evaluation by a professional engineer (meeting the standards set by the City Engineer as specified in the Engineering Design Manual Chapter 6, 610.L). The analysis shall provide the available water volume (GPM)

at 20 psi residual pressure from the fire hydrant nearest to the proposed project. (Site Development Div./JJD)

9. Submit a copy of issued permits or other approvals needed from the Tualatin Valley Water District for public water system construction, backflow prevention facilities, and service extensions. (Site Development Div./JJD)
10. Submit a copy of issued permits or other approvals needed from the Clean Water Services District for storm system connections, and any construction directly affecting an Agency sanitary-sewer main. (Site Development Div./JJD)
11. Submit a completed 1200-C Permit (DEQ/CWS/City Erosion Control Joint Permit) application to the City. The applicant shall use the standard plan format per requirements for sites 5 acres or larger adopted by DEQ and Clean Water Services. (Site Development Div./JJD)
12. Provide final construction plans and a final drainage report, as generally outlined in the submitted preliminary drainage report, demonstrating compliance with City storm detention requirements (per Section 330, of City Ordinance 4417) and with CWS Resolution and Order 2017-05 in regard to water quality treatment. (Site Development Div./JJD)
13. Provide a detailed drainage analysis of the subject site and prepare a final report prepared by a professional engineer meeting the standards set by the City Engineer. The analysis shall identify all contributing drainage areas and plumbing systems on and adjacent to the site with the site development permit application. The analysis shall also delineate all areas on the site that are inundated during a 100-year storm event, including the safe overflow conveyance from proposed constructed stormwater management facilities. On all plan sheets that show grading and elevations, the 100 year inundation level shall be identified. (Site Development Div./JJD)
14. Obtain the City Building Official's review approval of the proposed site utility plan if required by OAR 918-780-0040, for private plumbing needed to serve the private water, backflow prevention, storm and sanitary sewer systems outside the proposed building. (Site Development Div./JJD)
15. Provide construction plans that show how each lot will be independently served by utility systems as required by the City Engineer and City Building Official per City standards. All site sewer (storm and sanitary) plumbing that serves more than one lot, or crosses onto another lot, shall be considered a public system and shall be constructed to the requirements of the City Engineer. Sheet flow of surface water from one lot's paved area to another lot's paved area shall not be considered a direct plumbing service. (Site Development Div./JJD)
16. Submit to the City a certified impervious surface determination of the proposed project's net new impervious area proposed for any common areas and private streets prepared by the applicant's engineer, architect, or surveyor. The certification shall consist of an analysis and calculations determining the square footage of all impervious surfaces as a total for the common areas and private streets. In addition, specific types of impervious area totals, in square feet, shall be given for parking lots and driveways, sidewalk and pedestrian areas, and any gravel surfaces. Calculations shall also indicate the square footage of pre-existing impervious surface, the new impervious surface area created, and total final impervious surface area on the entire site. (Site Development Div./JJD)

17. Pay a storm water system development charge (overall system conveyance) for any net new impervious area proposed for any phase. Additionally, the project shall pay a storm water quality (summer treatment) in-lieu of fee for any impervious area determined by the City Engineer not to practical to provide treatment in any single phase per Clean Water Services standards. (Site Development Div./JJD)
18. Submit an owner-executed, notarized, City/CWS standard private stormwater facilities maintenance agreement for the private storm water treatment facilities, with maintenance plan and all standard exhibits, including site legal description, ready for recording with Washington County Records. (Site Development Div./JJD)
19. Provide plans for street lights (Option C unless otherwise approved by the City Public Works Director) and for the placement of underground utility lines along street frontages, within the site, and for services to the proposed new development. No overhead services shall remain on the site. If existing utility poles along existing street frontages must be moved to accommodate the proposed improvements, the affected lines must be either undergrounded or a fee in lieu of undergrounding paid per Section 60.65 of the Development Code. (Site Development Div./JJD)
20. Submit plans that show access for a maintenance vehicle within 6-feet from the front, or within 15-feet from the side of a vehicle to all control structures unless otherwise specifically approved by the City Engineer. A direct worker access route to the structures in the pond area shall be provided no steeper than 4(horizontal) to 1 (vertical) slope. This direct route shall be a minimum of 6-feet wide and have a surface consisting of the equivalent of 3-inches of ¾"-minus crush rock (to allow walking access in winter) and vegetation shall allow easy access. This direct access route shall be delineated on the plans. (Site Development Div./JJD)
21. Provide plans showing a standard commercial, Portland-Cement Concrete driveway apron at the intersection of any private, common driveway and a public street. (Site Development Div./JJD)
22. Submit plans that show, where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25 foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3) ***Provide notes on plans showing where fire lanes will be located and how they will be marked.*** (TVF&R/JF)
23. Ensure that where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1) (TVF&R/JF)
24. Ensure that fire apparatus access roads shall be of an all-weather surface that is easily distinguishable from the surrounding area and is capable of supporting not less than 12,500 pounds point load (wheel load) and 75,000 pounds live load (gross vehicle weight). Documentation from a registered engineer that the final construction is in accordance with approved plans or the requirements of the Fire Code may be requested. (OFC 503.2.3) ***All fire lanes must meet these loading requirements.*** (TVF&R/JF)
25. The minimum fire flow and flow duration shall be determined in accordance with OFC Table B105.2. The required fire flow for a building shall not exceed the available GPM in the water delivery system at 20 psi residual. (OFC B105.3)

Note: OFC B106, Limiting Fire-Flow is also enforced, except for the following:

- The maximum needed fire flow shall be 3,000 GPM, measured at 20 psi residual pressure.
- Tualatin Valley Fire & Rescue does not adopt Occupancy Hazards Modifiers in section B105.4-B105.4.1 (TVF&R/JF)

26. Shall provide documentation of a fire hydrant flow test or flow test modeling of water availability from the local water purveyor if the project includes a new structure or increase in the floor area of an existing structure. Tests shall be conducted from a fire hydrant within 400 feet for commercial projects, or 600 feet for residential development. Flow tests will be accepted if they were performed within 5 years as long as no adverse modifications have been made to the supply system. Water availability information may not be required to be submitted for every project. (OFC Appendix B) ***Provide fire flow calculations by site development review time.*** (TVF&R/JF)

27. Where a portion of the building is more than 400 feet from a hydrant on a fire apparatus access road, as measured in an approved route around the exterior of the building, on-site fire hydrants and mains shall be provided. (OFC 507.5.1) ***It appears the south-southeast portion of the proposed building is short a fire hydrant due to minimum spacing requirements. Revise plans to show compliance.*** (TVF&R/JF)

28. The following shall be recorded with Washington County (Contact Scott Young – 503.846.7933):

    a) Dedication of additional right-of-way to provide adequate corner radius at the intersection of SW Walker Road/SW Lynnfield Lane and/or 51 feet from the centerline of SW Walker Road.

    b) Provide evidence that the additional right-of-way required for the construction of the traffic mitigation measures (Sheet C4.0 of plan set) required by the City's Notice of Decision and the applicant's Traffic Impact Analysis for SW Cedar Hills Boulevard has been recorded. (WaCo/NV)

29. Submit to Washington County Public Assurance Staff, 503-846-3843:

    a) Completed "Design Option" form, geotech/pavement report and "Engineer's Checklist" (Appendix 'E' of County Road Standards).

    b) $20,000.00 Administration Deposit.

    NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

c) A copy of the City's Final Notice of Decision signed and dated and the County's letter dated June 27, 2017.

d) Preliminary certification of adequate sight distance for construction access (if proposed) and driveways to County-maintained roads, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:

1. A detailed list of improvements necessary to produce adequate intersection sight distance (refer to the following link for sight distance certification submittal requirements). http://www.co.washington.or.us/LUT/Divisions/CurrentPlanning/development-application-forms.cfm

e) Three (3) sets of complete engineering plans for construction of the following public improvements:

1. Reconstruction of the existing sidewalk on SW Cedar Hills Boulevard with tree wells and street lighting (tree wells/sidewalk width to City standards). The sidewalk can be tapered as shown on Sheet C4.0 of the plan set. Relocation of utilities and other private infrastructure may be required.
2. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at the access, including construction access, to SW Cedar Hills Boulevard.
3. All work proposed within the right-of-way of SW Cedar Hills Boulevard shall be designed and constructed to County standards with exceptions noted in 5.a. above.
4. Construction of a traffic signal at the intersection of SW Huntington Avenue and THPRD Cedar Hills Park access, including widening of SW Cedar Hills Boulevard to County standards (Sheet C4.0 of submitted plans). Include bus turning templates for the Park access only.
5. Street lighting to County standards on SW Cedar Hills Boulevard, including adequate lighting at the multi-use path connection. (WaCo/NV)

30. Obtain a Washington County Facility Permit upon completion of the following:

a) Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions 29.E. Note: The Public Assurance staff (503-846-3843) will send the required forms to the applicant's representative after submittal and approval of items listed under 29

The Facility Permit *allows construction work within County rights-of-way and permits site access only after the developer first submits plans and obtains Washington County Engineering approval, obtains required grading and erosion control permits, and satisfies various other requirements of Washington County's Assurances Section including but not limited to execution of financial and contractual agreements. This process ensures that the developer accepts responsibility for construction of public improvements, and that improvements are closely monitored, inspected, and built to standard in a timely manner.* ***Access will only be permitted under the required Washington County Facility Permit, and only following submittal and County acceptance of all materials required under the facility permit process.*** (WaCo/NV)

31. Submit plans that show the installation of a minimum of 84 bicycle parking spaces. Bicycle racks are to be centered within parking areas that are a minimum of 3 feet wide (4

feet is preferred) and 6 feet deep, located at least two feet from building walls. Racks should be at least 30 inches wide and 36 inches tall, unless otherwise approved and should provide support to the bike frame in at least two places. (Transportation/KR)

32. Submit plans showing construction of sidewalk ramps at the northwest corner of the intersection of SW Walker Road and SW Lynnfield Lane, as well as receiving ramps across SW Walker Road and SW Lynnfield Lane. (Planning/SR)
33. Submit a revised lighting plan demonstrating that drive aisles and pedestrian walkways serving the building are in compliance with the Technical Lighting Standards of the Development Code. (Planning/SR)
34. Submit plans showing temporary tree fencing for all on-site trees to be preserved, and all off-site trees on or near the property line of the subject site. (Planning/SR)

B. Prior to building permit issuance, the applicant shall:

35. Submit a complete site development permit application and obtain the issuance of site development permit from the Site Development Division. (Site Development Div./JJD)
36. Make provisions for installation of all mandated erosion control measures to achieve City inspector approval at least 24 hours prior to call for foundation footing form inspection from the Building Division. (Site Development Div./JJD)
37. Submit to Washington County Public Assurance Staff, 503-846-3843:

    a) Completed "Design Option" form, geotech/pavement report and “Engineer’s Checklist” (Appendix ‘E’ of County Road Standards).

    b) $10,000.00 Administration Deposit.

    NOTE: The Administration Deposit is a cost-recovery account used to pay for County services provided to the developer, including plan review and approval, field inspections, as-built approval, and project administration. The Administration Deposit amount noted above is an estimate of what it will cost to provide these services. If, during the course of the project, the Administration Deposit account is running low, additional funds will be requested to cover the estimated time left on the project (at then-current rates per the adopted Washington County Fee Schedule). If there are any unspent funds at project close out, they will be refunded to the applicant. Any point of contact with County staff can be a chargeable cost. If project plans are not complete or do not comply with County standards and codes, costs will be higher. There is a charge to cover the cost of every field inspection. Costs for enforcement actions will also be charged to the applicant.

    c) A copy of the City’s Final Notice of Decision signed and dated and the County’s letter dated June 27, 2017.

    d) Preliminary certification of adequate sight distance for all construction access (if proposed) and access to County-maintained roads, in accordance with County Code, prepared and stamped by a registered professional engineer, as well as:

        1. A detailed list of improvements necessary to produce adequate intersection sight distance (refer to the following link for sight distance certification submittal requirements).

        http://www.co.washington.or.us/LUT/Divisions/CurrentPlanning/development-application-forms.cfm

e) Three (3) sets of complete engineering plans for construction of the following public improvements to County standards, including a traffic control plan:

1. Reconstruction of the sidewalk to include a planter strip and street lighting on SW Lynnfield Lane to County Standards. Note: sidewalk/planter strip widths, street lighting and street trees shall be to City standards.
2. Improvements within the right-of-way as necessary to provide adequate intersection sight distance at each access, including construction access, to SW Lynnfield Lane.
3. Access to SW Lynnfield Lane to County Standards. The event access shall be gated.
4. Closure of the existing driveways on SW Lynnfield Lane to County Standards.
5. All work proposed within the right-of-way of SW Lynnfield Lane shall be designed and constructed to County standards with exceptions noted above.

38. Obtain a Washington County Facility Permit upon completion of the following:

a) Obtain Engineering Division approval and provide a financial assurance for the construction of the public improvements listed in conditions 35.E

NOTE: The Public Assurance staff (503-846-3843) will send the required forms to the applicant's representative **after** submittal and approval of items listed under **35**

The Facility Permit *allows construction work within County rights-of-way and permits site access only after the developer first submits plans and obtains Washington County Engineering approval, obtains required grading and erosion control permits, and satisfies various other requirements of Washington County's Assurances Section including but not limited to execution of financial and contractual agreements. This process ensures that the developer accepts responsibility for construction of public improvements, and that improvements are closely monitored, inspected, and built to standard in a timely manner.* ***Access will only be permitted under the required Washington County Facility Permit, and only following submittal and County acceptance of all materials required under the facility permit process.***

C. Prior to occupancy permit issuance, the applicant shall:

39. Provide proof of recording the necessary documents associated with the project, including any necessary easement quit claim deeds and a filed survey consistent with the approved site plan. (Site Development Div./JJD)

40. In new buildings where the design reduces the level of radio coverage for public safety communications systems below minimum performance levels, a distributed antenna system, signal booster, or other method approved by TVF&R and Washington County Consolidated Communications Agency shall be provided. (OSSC 915.1, OFC 510.1, and Appendix F) **This building will be required to be tested to identify any deficient radio coverage areas. All areas of the building that are deficient must be provided with an ERRC system in accordance with OFC Section 510. Testing is typically done at 80% completion of the building. It is recommended to provide appropriate conduits, shafts, wiring etc. during construction to accommodate for the system. Additionally, make sure you budget and appropriate time for the installation of this system.** (TVF&R/JF)

41. Obtain a Finaled Washington County Facility Permit, contingent upon the following:
    a) The road improvements required in condition 35.E and 29.E above shall be completed and accepted by Washington County.
    b) Upon completion of necessary improvements, submit final certification of adequate sight distance in accordance with County Code, prepared and stamped by a registered professional engineer.
    Note: The property owner shall continuously maintain adequate sight distance. This may require the property owner to periodically remove obstructing vegetation from the road right of way (and on site). (WaCo/NV)
42. Have substantially completed the site development improvements as determined by the City Engineer. (Site Development Div./JJD)
43. Have the landscaping completely installed or provide for erosion control measures around any disturbed or exposed areas per Clean Water Services standards. (Site Development Div./JJD)
44. Have placed underground all affected, applicable existing overhead utilities and any new utility service lines within the project and along any existing street frontage as determined at permit issuance. (Site Development Div./JJD)
45. Install or replace, to City specifications, all sidewalks which are missing, damaged, deteriorated, or removed by construction. (Site Development Div./JJD)
46. Have obtained a Source Control Sewage Permit from the Clean Water Services District (CWS) and submitted a copy to the City Building Official if a Source Control Sewage permit is required, as determined by CWS. (Site Development Div./JJD)

D. Prior to final inspection of any building permit, the applicant shall:

47. Have installed the bicycle parking as approved. (Transportation/KR)
48. Have installed street trees along the SW Lynnfield Lane frontage of the school as approved. (Transportation/KR)
49. Have installed street trees along the SW Cedar Hills Boulevard frontage of the school as approved. (Transportation/KR)
50. Have designated at least 2 parking spaces as carpool or vanpool spaces by installing appropriate signage and marking. (Transportation/KR)
51. Ensure all site improvements, including grading and landscaping are completed in accordance with plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning Div./SR)
52. Ensure construction of all buildings, walls, fences and other structures are completed in accordance with the elevations and plans marked "Exhibit A", except as modified by the decision making authority in conditions of approval. (Planning Div./SR)
53. Ensure all landscaping approved by the decision making authority is installed. (Planning Div./SR)
54. Ensure all landscape areas are served by an underground landscape irrigation system. For approved xeriscape (drought-tolerant) landscape designs and for the installation of

native or riparian plantings, underground irrigation is not required provided that temporary above-ground irrigation is provided for the establishment period. (Planning Div./SR)

55. Ensure that the planting of all approved deciduous trees, except for street trees or vegetation approved in the public right-of-way, has occurred. Deciduous trees shall have straight trunks and be fully branched, with a minimum caliper of 1-1/4 inches and a minimum height of 8 feet at the time of planting, except that dwarf and compact varieties may be may be approved at any size. Deciduous trees may be supplied bare root provided the roots are protected against damage. Each tree is to be adequately staked. (Planning Div./SR)
56. All mechanical units, roof or ground mounted, must be screened from view of public streets and adjacent properties. (Planning Div./SR)

E. Prior to release of performance security, the applicant shall:

57. Have completed the site development improvements as determined by the City Engineer and met all outstanding conditions of approval as determined by the City Engineer and Planning Director. Additionally, the applicant and professional(s) of record shall have met all obligations under the City Standard Agreement to Construct Improvements and Retain Design Professional Registered in Oregon, as determined by the City Engineer. (Site Development Div./JJD)
58. Submit any required on-site easements not already granted, executed and ready for recording, to the City after approval by the City Engineer for area encumbered and City Attorney as to form. The applicant's engineer or surveyor shall verify all pre-existing and proposed easements are of sufficient width to meet City standards. (Site Development Div./JJD)
59. Provide evidence of a post-construction cleaning, system maintenance, and StormFilter recharge/replacement per manufacturer's recommendations for the project's proprietary storm water treatment systems by a CONTECH qualified maintenance provider as determined by the City Engineer. Additionally, another servicing report from the maintenance provider will be required prior to release of the required maintenance (warranty) security. (Site Development Div./JJD)
60. Provide an additional performance security for 100 percent of the cost of plants, planting materials, and any maintenance labor (including irrigation) necessary to achieve establishment/replacement of the vegetation and restoration of full function within the private surface water management facility area, as determined by the City Engineer. If the plants are not well established or the facility not properly functioning (as determined by the City Engineer) within a period of two years from the date of substantial completion, a plan shall be submitted by the engineer of record or landscape architect that documents any needed remediation. The remediation plan shall be completely implemented and deemed satisfactory by the City Engineer prior to release of the security. (Site Development Div./JJD)

William Walker Elementary School Redevelopment New Conditional Use (CU2017-0002):

1. Approval of CU2017-0002 is subject to approval of DR2017-0004 and TP2017-0002. (Planning/SR)

2. The Conditional Use permit shall run with the land and shall continue to be valid upon a change of ownership of the site unless otherwise specified in conditions attached to the permit. (Planning/SR)

William Walker Elementary School Redevelopment Tree Plan Two (TP2017-0002):

1. Approval of TP2017-0002 is subject to approval of DR2017-0004 and CU2017-0002. (Planning/JF)

A. Prior to project completion and during all construction on site, the applicant shall:

2. In accordance with Section 50.90.1 of the Development Code, Tree Plan approval shall expire 2 years after the date of approval unless, prior to that time, a construction permit has been issued and substantial construction pursuant thereto has taken place, or an application for extension has been filed, pursuant to Section 50.93 of the Development Code, or authorized development has otherwise commenced in accordance with Section 50.90.3.B of the Development Code. (Planning/JF)

3. All grading outside the limit of work line (as shown on sheets SP101-SP109 of the Tree Plan Two drawings, dated June 30, 2017) shall be done using hand tools and under the direct supervision of the project arborist. (Planning/SR)

4. Continually keep up and in the same location all hard line orange fencing protecting root zones of specified trees to be saved—defined as the dripline plus 5 feet—of each Protected Tree to be preserved, whether on the subject property or on a neighboring property. The following development shall not be permitted outside the limit of work line (as shown on SP101-SP109 of the Tree Plan Two drawings, dated June 30, 2017) (i.e. outside of the hard line tree protection fencing):
    a. Construction or placement of new buildings.
    b. Grade change or cut and fill, except where hand excavation is explicitly approved with the submittal of an arborist's report, as part of application approval.
    c. New impervious surfaces.
    d. Trenching for utilities, irrigation, or drainage.
    e. Staging or storage of any kind.
    f. Vehicle maneuvering or parking. (Planning/SR)

EXHIBIT 2.1

WASHINGTON COUNTY
OREGON

RECEIVED
CITY OF BEAVERTON
JUN 20 2017
COMMUNITY DEVELOPMENT

June 16, 2017

Steve Regner, Associate Planner
City of Beaverton
Planning Department
12725 SW Millikan Way
Beaverton, OR 97076

RE: Cedar Hills Park Redevelopment – Cedar Hills Boulevard Future Widening

Dear Steve:

Per our discussions with Fred Wismer at Kittelson and Associates, this letter serves as the County's commitment to improve Cedar Hills Boulevard to the north of SW Walker Road as part of our programmed Cedar Hills/Walker Road Intersection project, which will be funded through MSTIP. This project alleviates the need for the Beaverton School District and Tualatin Hills Park & Recreation District to construct a full widening of the sidewalk on the eastside of Cedar Hills Boulevard along their frontage. Instead, the County supports the District's proposal to shorten the 10' sidewalk taper as it approaches the property line towards Walker Road. Instead, they will construct the sidewalk improvements as illustrated in the enclosed graphic.

Please let me know if you have any questions about the future County improvement plans for the SW Cedar Hills Boulevard/SW Walker Road intersection.

Sincerely,

Gary Stockhoff, P.E.
County Engineer

Department of Land Use and Transportation · Engineering and Construction Services Division
Capital Project Management Section
1400 SW Walnut Street, MS 18, Hillsboro, OR 97123-5625
Phone: (503) 846-7800 · Fax: (503) 846-7810

DLR Group
Architecture Planning Interiors

C4.0
74-16109-00
5.17.2017
REVISIONS

INTERSECTION IMPROVEMENTS
WILLIAM WALKER ELEMENTARY
BEAVERTON SCHOOL DISTRICT

11940 SW LYNNFIELD LN
PORTLAND, OR 97225

LAND USE
SUBMITTAL

EXHIBIT 3.1

I would like to voice my opposition to design aspects of case file CU2017-0002 DR2017-0004 TP2017-0002. The main concern which I have is the new access and traffic signal at SW Cedar Hills and Huntington avenue. Building a road for primary access to a school through a busy park is an inherent design flaw. I although I would prefer no road through the park be build, at a minimum I ask that the design be flexible to allow primary school access through Lynnfield Ln, given the planned improvements at its intersection of Walker Rd.

I'm disappointed in the failure of the applicants to work with Washington County on this project, as there are now planned improvements for nearby Walker Road, including improved access with a left turn signal at Lynnfield Ln. The current poorly-signaled intersection at Walker Rd and Lynnfield Ln was the main driver for the design of the primary school access road via the extension of Huntington Dr. Now that we know that Walker/Lynnfield is going to be improved, it would make sense to eventually allow primary access through Lynnfield, and avoid excess traffic through the park.

There are obvious safety issues to having a busy road through a park, with a main concern being that a park user could be struck by vehicles traveling on the road. Although I understand there are devices in place to decrease the speed of vehicular speed, in general it is poor design form to place a road through an area busy with pedestrians. Currently, the area through which the road is planned is heavily used by park goers and picnickers, who often give their children free reign over the park grounds.

Placing a road through the park for the purpose of primary school access will have deleterious consequences and will lead to decreased usability. This includes air and noise pollution for park users and the nearby neighborhood on 121st Pl. To date, more than 200 park users have signed a petition asking for changes to the proposal, mostly over opposition to the proposed road and the traffic it will bring.

I understand the construction of the new Lynnfield/Walker intersection is likely to be after construction of the school and park projects. But if the new road and intersection are going to be permitted, I ask for a design of the school which allows for primary access via Lynnfield Ln, to minimize the impact on Cedar Hills Park.

Regards,

Nicholas Nelson
2645 SW 121st Pl
Beaverton, OR 97005
(434)9874177